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New Skoda Octavia vRS

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Official WLTP fuel consumption figures for the Audi S line Range in mpg (l/100km) from: Combined 30.4 (9.3) – 55.4 (5.1).
to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations equivalent to the outgoing (NEDC) test cycle and will be used to calculate vehicle tax on first registration. For more information, please see audi.co.uk/wltp or consult your Audi Centre. Data correct relate to stock vehicles only. The range figures shown are based on the official fuel consumption and CO_2 emissions of the Audi A3 Sportback S line, A5 Coupé S line and A6 Avant S line models.

NEDC equivalent CO_2 emissions: 170 – 114g/km. Figures shown are for comparability purposes; only compare fuel consumption and CO_2 figures with other vehicles tested in weather, driving styles and vehicle load. There is a new test used for fuel consumption and CO_2 figures (known as WLTP). The CO_2 figures shown however, are based on a calculation designed to be at 03 December 2019. Figures quoted are for a range of configurations and are subject to change due to ongoing approvals/changes. Please consult your Audi Centre for further information. Figures Image for illustrative purposes only.

The Ultimate
Driving Machine

THE i3

Fuel economy and CO_2 results for the BMW i3 range 120 Ah mpg (l/100 km): N/A. CO_2 emissions: 0 g/km. Electric range: 188 miles. Electric energy consumption per 62 miles/100 km (weighted combined): 16.5 – 15.5 kWh. Figures are for comparison purposes and may not reflect real life driving results which depend on a number of factors including the starting charge of the battery, accessories fitted (post registration), variations in weather, driving styles and vehicle load. They were obtained after the battery had been fully charged. The BMW i3 range are battery electric vehicles that require mains electricity for charging. All figures were determined according to a new test (WLTP). Only compare fuel consumption, CO_2 and electric range figures with other cars tested to the same technical procedure. Model shown: BMW i3.

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COMMENT

CLASS-BEST PUMA SETS THE SCENE FOR A NEW ERA OF BRILLIANT FORDS

BY ITS OWN admission, Ford has been tardy in keeping up with the seismic shift towards small SUVs for European buyers.

The original Ecosport was so far off both the pace of the class best and the standard set by the likes of the Fiesta and Focus that you'd have thought it had come from another car maker. Although enhanced since, it still offers no outstanding reason to buy one over fast-improving – and increasing – competition.

Yet while immensely popular with buyers, none of those small SUVs can claim to be truly exceptional. Which is where Ford comes back in, because it has finally delivered a small SUV really worth getting excited about in the Puma.

As Matt Prior declares (p26), the Puma is the best-driving small SUV yet seen. Although Ford could have raised the bar further (and hopefully will do with an ST version...), that this frankly underwhelming class has a worthy benchmark comes as somewhat of a relief.

Best of all about the Puma is what it signals: Ford of Europe is serious again about making cars with true dynamic flair in every sector of the market in which it competes. A new era of brilliant-to-drive Fords is dawning.

Mark Tisshaw Editor
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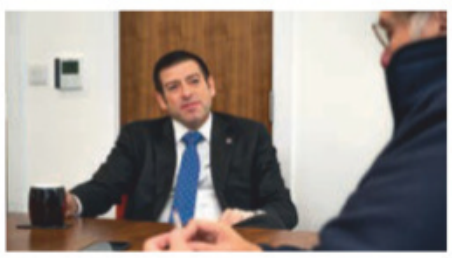

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Jeep has made a true warrior, which faces the toughest of terrains, p50

THE CITY CAR LIVES!
Not all city cars face extinction. Hyundai has an all-new i10, p30

NEWS

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New Qashqai key to Nissan's three-pronged SUV assault

Nissan is fast-tracking the new Qashqai and X-Trail and lining up a new electric SUV

Nissan will reinvigorate its ageing line-up by introducing three new models in the next 18 months. A new Qashqai and a new X-Trail are due to be revealed this year and an all-new electric SUV will take on Ford's Mustang Mach-E in 2021.

The significant product overhaul comes at a crucial time for the Japanese maker, which has recently suffered dwindling profits and job cuts and is still reeling from the fallout from the arrest of former CEO Carlos Ghosn.

New CEO Makoto Uchida, himself barely a month into the job, is implementing a product plan with renewed vigour, ensuring the manufacturer's global best-sellers are brought up to the class standard in good time.

Following the recently launched, second-generation Juke, three more new SUVs are at the core of the plan to restore sales to their previously strong position. The new Qashqai will be the main European focus, chiefly because the current car remains the most popular Nissan here even in its sixth year on sale. A total of 230,000 Qashqais were sold across the continent in 2018. It was also the fifth-best-selling car in the UK last year, although its sales have declined in other markets.

A number of newer rivals are catching up and stealing the Qashqai's market share, a trend in the fast-growing SUV sector that's only going to get worse as the current car ages.

Now planned for a

X-TRAIL IS NISSAN'S FIRST PRIORITY

Autocar understands the X-Trail will be prioritised for an unveiling before its smaller Qashqai sibling, possibly in the summer.

Prototypes have been seen testing in the US, where the X-Trail and Qashqai are sold as the Rogue and Rogue Sport respectively. Nissan sells significantly more Rogues in the US than X-Trails in Europe. It's also more popular than the smaller SUV in both the US and China, so Nissan will want it to be the centre of attention in these markets.

The US test cars provide a clear glimpse of the upcoming X-Trail's exterior styling. Spy shots also reveal a significantly overhauled dashboard design dominated by a large, free-standing central display that's flanked by traditional knobs and shortcut buttons rather than touch-sensitive items. There is a separate, small screen for the climate functions, and a now fashionable digital dial display also features.

Modernised X-Trail cabin is likely to be echoed in Qashqai

> "Nissan may not offer any diesel engines in the new Qashqai as it pushes electrification to the fore"

Styling of the IMQ concept will influence the new Qashqai's design

September 2020 unveiling – almost certainly at the Frankfurt motor show – the third-generation Qashqai will be subject to a bold exterior redesign inspired by the smaller Juke and recent concepts such as the IMQ. The interior is expected to undergo a radical revamp, too – as prototypes for its 2020 X-Trail sibling suggest – with overhauled infotainment and a new dashboard design.

Autocar understands that the new Qashqai won't move to a totally new platform. Instead, Nissan will adapt the CMF underpinnings found in today's model. The biggest development – although it has yet to be officially confirmed – is that Nissan may not offer any diesel engines in the new model as it looks to put electrification at the forefront of its powertrain strategy.

Instead, two new hybrid systems are set to make up the core line-up for the new Qashqai. One is the brand's ePower system, which uses a petrol engine acting as a generator to charge the batteries and propel the car via electric motors. In Japan, 70% of Nissan Notes sold are fitted with this system.

The other hybrid system is expected to be a plug-in set-up, built using know-how from alliance partner Mitsubishi. Alongside this, small-output petrol engines mated to mild-hybrid technology to reduce emissions are expected.

The Qashqai isn't likely to be offered with pure-electric propulsion in its next generation, though. Instead, a new electric SUV is scheduled for 2021 and is due to be based heavily on the Ariya concept shown at last year's Tokyo motor show.

The Ariya's production-previewing design should transfer over largely unchanged to the new model, which is expected to be significantly more expensive to buy than its combustion-engined SUV siblings.

Reports from US dealers claimed to have seen the finished model suggest an electric range of about 300 miles and a 0-60mph target of under five seconds.

The Ariya will also feature Nissan's most advanced autonomous driving tech – ProPilot 2.0 – delivering motorway driving functions on a par with those of Tesla.

LAWRENCE ALLAN

The hot Octavia will be sold in both front- and four-wheel-drive forms

> "The plug-in hybrid should be good for nearly 250bhp and as much as 300lb ft"

Hot Octavia gets hybrid power

Skoda expands Octavia vRS performance line-up with potent plug-in hybrid option

Skoda is planning its most comprehensive Octavia vRS line-up yet, with sources at the company hinting that the new models will be the fastest and most focused to wear the vRS performance badge so far.

Standard versions of the new-generation Octavia were unveiled late last year, but the new vRS-badged performance models are due to make their debut at the Geneva motor show in March, with a plug-in hybrid variant set to join the vRS range for the first time.

The new PHEV version promises to offer the most potent version yet of the drivetrain already seen in the Volkswagen Golf GTE. As before, there will also be 2.0-litre petrol and diesel vRS models, with the former promising even more power than its 242bhp predecessor.

However, sources suggest that the plug-in hybrid version will match the petrol in terms of outright power. That means the now-familiar combination of a turbocharged 1.4-litre petrol engine and an electric motor, mated to a DSG dual-clutch automatic transmission, should be good for nearly 250bhp and as much as 300lb ft. However, the heavier plug-in is expected to be slightly slower off the line than its petrol-only sibling, with a 0-62mph sprint time of around seven seconds.

The acceleration deficit is largely down to extra mass. The addition of the electric motor and a rear-mounted battery pack (suggested to have a capacity of up to 13kWh) add in excess of 200kg to the kerb weight, but that will be offset in part by instant, electric-propelled torque and the ability to run for up to 30 miles in electric-only mode.

The regular petrol is set to be the quickest of the Octavia vRS line-up. Details aren't confirmed, but sources suggest that the Volkswagen Group's familiar EA888 motor will be tuned to deliver close to 250bhp, while torque could rise above 280lb ft. Performance is expected to improve over that of the existing car, with the 0-62mph sprint taking approximately 6.5sec.

As before, there's tipped to be a choice of dual-clutch automatic and manual transmissions. However, it's yet to be confirmed whether either the PHEV or the petrol will get the Volkswagen Group's VAQ electromechanical limited-slip differential. This hardware did appear on the outgoing vRS 245, so it's likely to feature once again on the pure-petrol versions.

It's expected that the diesel-powered vRS TDI will use essentially the same 2.0-litre engine as before, with 181bhp and 280lb ft. However, changes to the engine's internals and its management system will ensure that the unit meets the latest stringent emissions regulations.

Elsewhere, the vRS is expected to be as versatile as ever. Alongside the three different powerplants are the choice of hatchback and estate bodystyles and front- and four-wheel-drive configurations.

Externally, it's expected that the Octavia vRS will receive the usual muscular styling makeover and the option of more extrovert colour choices. The interior, meanwhile, will benefit from heavily bolstered sports seats and bespoke trim and graphics.

On-sale dates and prices are as yet unknown, but first deliveries are expected at the end of this year. The plug-in hybrid model could prove to be the priciest Octavia yet, potentially costing up to £34,000.

JAMES DISDALE

Octavia vRS will again be offered as both a hatchback and an estate

HONDA CIVIC TYPE R SHARPENS ITS ACT

Honda's Civic Type R has been updated for 2020. The suspension has been revised to improve ride and grip, and brakes have been uprated. It also gets mild styling tweaks, cabin upgrades and new safety tech. It will arrive in the UK in the summer.

INSIGNIA GETS GSi AND MORE IN FACELIFT

The Vauxhall Insignia has gained a new 227bhp petrol GSi model as part of a facelift. A 143bhp 1.4-litre three-cylinder petrol is added at the bottom of the line-up, while a new 197bhp 2.0-litre and 1.5-litre three-pot diesel are also available.

Renault adds E-Tech Clio, Captur

RENAULT HAS ANNOUNCED details of two new electrified powertrains added to the Clio and Captur ranges, while also confirming that a plug-in hybrid Mégane will soon be launched.

The two new models both feature 'E-Tech' branding but have substantially different takes on the hybrid powertrain.

The Clio uses a 'full hybrid' system – an innovative take on the proven parallel hybrid set-up – that Renault says is protected by about 150 patents.

It's based around a multi-mode dedicated hybrid transmission, which controls a naturally aspirated 1.6-litre petrol engine and two electric motors either simultaneously or independently. The battery pack is a small 1.2kWh, meaning the car weighs just 10kg more than an equivalent diesel Clio.

Renault says the Clio E-Tech can spend up to 80% of the time in electric mode on urban roads and is able to travel at up to 38mph without the engine running. It quotes few figures, however, bar sub-100g/km CO_2 emissions and a 50-75mph acceleration time of 6.9sec.

The Captur E-Tech uses a plug-in hybrid system, mating the same 1.6-litre petrol engine and multi-mode gearbox to a larger, 9.8kWh battery pack and 400V electrical system.

This translates to a claimed electric-only range of 30 miles and a top speed of 85mph in electric running. New driving modes also feature, including Sport, which allows petrol and electric power to combine so long as there's enough charge.

Renault expects the Captur E-Tech to achieve 188mpg while emitting around 34g/km of CO_2 on the WLTP combined cycle.

Both models also get unique badging inside and out, plus hybrid-specific graphics and menus. UK order books will open in the coming weeks.

The Captur is a plug-in hybrid, the Clio an innovative parallel hybrid

500 Mild Hybrid will go on sale in February, its Panda sibling in March

Panda and 500 are first electrified Fiats

THE 500 AND Panda have become the first electrified models in the Fiat line-up, ahead of the electric 500e arriving later this year.

The city cars use a mild-hybrid powertrain that Fiat says reduces CO_2 emissions by up to 30%. Replacing the 1.2-litre engine, it comprises a 1.0-litre three-cylinder engine, a 12V belt-driven electric motor and a lithium ion battery. It produces 69bhp and 69lb ft of torque.

The cars use a six-speed manual gearbox that allows the engine to switch off entirely by shifting into neutral at speeds below 18mph. The powertrain will first appear in Hybrid Launch Edition models, which get recycled plastic upholstery.

Special-edition Plus Four marks Morgan's platform shift

MORGAN IS BUILDING a batch of 20 uniquely specified Plus Four roadsters – priced at £60,995 – to commemorate the 70th anniversary of the model's 1950 debut.

The special-edition cars also celebrate this year's move from the steel ladder chassis that Morgan has always used to the new CX bonded aluminium platform, launched in the Plus Six.

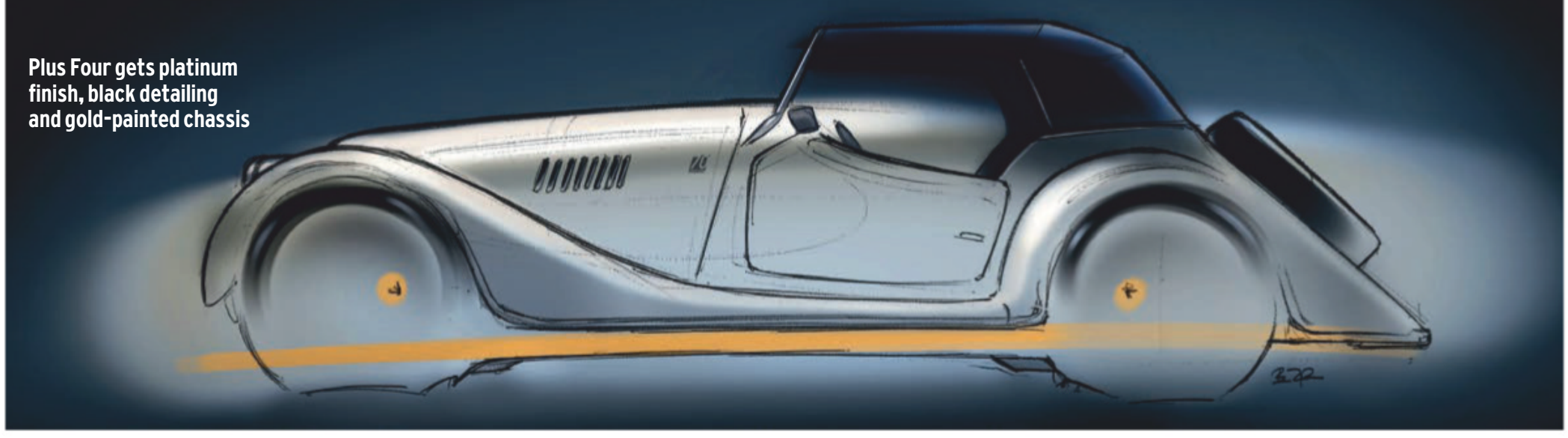
The 20 cars, painted platinum metallic in honour of their platinum anniversary, have already found homes. Each will get a gold-painted chassis with a motorsport-inspired front valance, plus an exterior 'black pack', and will roll on Satin Grey wire wheels.

Plus Four was launched in 1950

Inside, an individually numbered plaque will feature on the dashboard. Heated black leather seats will have monogrammed head restraints, while fascias will be finished in near-black Ravenwood.

The anniversary models will have a bespoke engine map, configured by Morgan's in-house performance arm, Aero Racing, that makes the four-cylinder Ford unit freer-revving. There's also a new exhaust from the same source. Together, these lift power from 154bhp to 180bhp and shave around a second from the 0-62mph time to take it below seven seconds.

Morgan expects to begin building the cars in February and for the whole batch to be ready in April. By then, the Worcestershire company is likely to have announced the specification of a new four-cylinder turbocharged model to succeed the Plus Four.


Plus Four gets platinum finish, black detailing and gold-painted chassis

PLUG-IN HYBRID X1 PRICED FROM £38K

Prices for BMW's X1 xDrive25e plug-in hybrid have been revealed and the brand has confirmed the X2 will benefit from the same powertrain option later this year. The 217bhp PHEV X1 is available to order now from £38,200 with deliveries in March.

CULLINAN GIVES ROLLS RECORD SALES

Rolls-Royce boss Torsten Müller-Otvös said the key to its "remarkable" 25% sales growth in 2019 was strong demand for the Cullinan SUV. The firm posted an all-time annual sales record of 5125 units, around 40% of which were the Cullinan.

CES

Sony builds tech-laden EV

The Vision-S is a 536bhp, electric-powered technology showcase

Sony's Vision-S is claimed to cover 0-62mph in 4.8sec

Technology giant Sony revealed a bold electric concept car at the CES tech show in Las Vegas – and it's planning to build a road-legal version to test its autonomous driving systems on public roads.

Sony's Vision-S is a four-door saloon powered by a pair of electric motors. It was produced to showcase the Japanese firm's automotive technology, including both in-car entertainment and autonomous systems and sensors.

Although a spokesperson told Autocar that Sony has "no plans for mass production and sale at this time", they added: "Demonstration experiments will continue. First, we aim to build a prototype car that can run on public roads."

Sony boss Kenichiro Yoshida unveiled the car at CES, saying it "embodies our contribution to the future of mobility". He also hinted that Sony will expand its research into automotive technology.

He said: "It's not an exaggeration to say that mobile has been the mega-trend of the last decade. I believe the next mega-trend will be mobility."

The Vision-S concept is understood to have been developed and built with the help of partners that include Magna Steyr, Bosch and Nvidia.

Few technical details about the car have been released, but Sony said it is powered by a pair of 268bhp electric motors. These give it a 0-62mph time of 4.8sec and a top speed of 149mph.

The key goal of the Vision-S is to showcase Sony's automotive-relevant technology. It has 33 sensors of varying types embedded within it, including CMOS image sensors and solid-state lidar.

Inside, the Vision-S features a number of time-of-flight (ToF) sensors that can detect and recognise people within the vehicle, in order to optimise the car's infotainment and comfort systems.

The concept also features AI, telecommunication and cloud technology, all accessed via a large panoramic touchscreen that dominates the dashboard, and that, Sony said, is operated via an "intuitive user interface".

Sony isn't the first tech firm to show interest in the automotive world. Apple has previously evaluated its own autonomous car project and Samsung has an automotive division working on advanced autonomous systems. Tech firms such as Bosch and Nvidia are also active in developing both hardware and software for the automotive industry.

JAMES ATTWOOD

WHY HAS SONY MADE A CAR?

JAMES ATTWOOD

Let's be clear: you're not going to see a Sony car on the roads any time soon. The Vision-S is, literally, a vehicle to showcase technology, not the first step in Sony expanding into car making.

Probably. Because, well, there are easier ways to show off automotive tech than building a prototype vehicle. And if Sony bosses believe mobility is the next tech 'mega-trend', then they'll surely want to open themselves up to the maximum return possible.

But as Apple and Dyson will attest, breaking into car production is hard, no matter how successful a company is in other fields. Why go to that effort when Sony will likely find a queue of car firms interested in the systems and hardware it's developing?

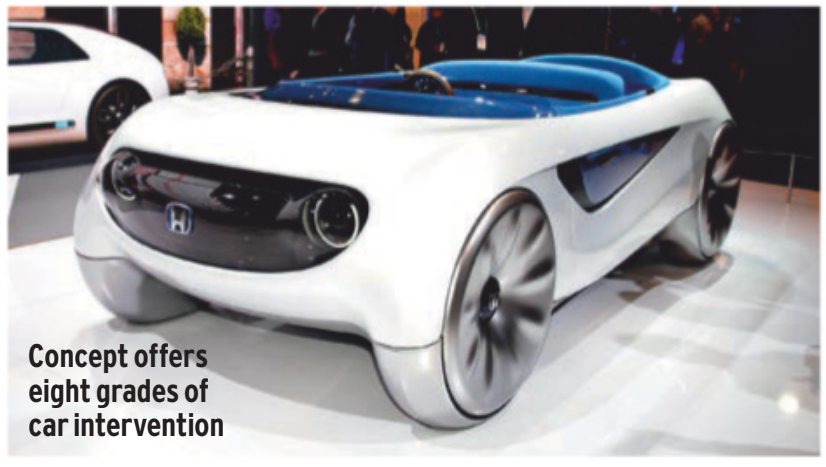
Mind you, those of us of a certain age grew up arguing whether Nintendo or Sega made better games consoles – and scoffed when Sony said it was going to make one. The PlayStation turned out all right...

Roofless Honda can drive itself

HONDA HAS DEVELOPED the Augmented Driving Concept, a car to address the "cultural transition to autonomous" vehicles.

The roofless four-seater offers users the chance to take full control or to be driven. There are eight different levels of input from the vehicle and Honda claims there's a "seamless" transition between each step. Sensors can also detect the appropriate level of autonomy based on the driver's behaviour.

The Japanese manufacturer revealed only minimal technical details about the concept – with no information about the powertrain – but it did showcase a minimalist interior focused on maximising space. The car retains a steering wheel, although it has been developed to serve numerous functions beyond steering.



Concept offers eight grades of car intervention

ALSO STARRING AT CES...

Nissan's new EV powertrain

Nissan has detailed a new twin-motor, four-wheel-drive EV powertrain that will power the production version of the Ariva SUV concept. The e-4orce system features an electric motor on each axle and uses torque split tech. Performance figures have not been confirmed.

Toyota's city of the future

Toyota will build a prototype 'city of the future' on a 175-acre site near Mount Fuji in Japan – with only electric, autonomous-ready vehicles allowed. The site, which will initially be home to 2000 people, will be used to test future technology.

Sci-fi, 22nd-century Merc S-Class

MERCEDES-BENZ HAS partnered with the team behind science-fiction film Avatar to produce the Vision AVTR concept car, which previews how an S-Class could look in the 22nd century.

The bold electric four-seater was developed with Hollywood producer James Cameron, who created the 2009 hit film. The car showcases new organic design, interior materials, active aerodynamic elements and a hologram-based interface.

The Vision AVTR (Advanced Vehicle Transformation) is powered by an electric motor on each wheel, combining for more than 469bhp. Power is drawn from a 110kWh battery, which Mercedes conceives as a high-density unit made from recyclable graphene-based organic cell chemistry, offering a range of more than 434 miles.

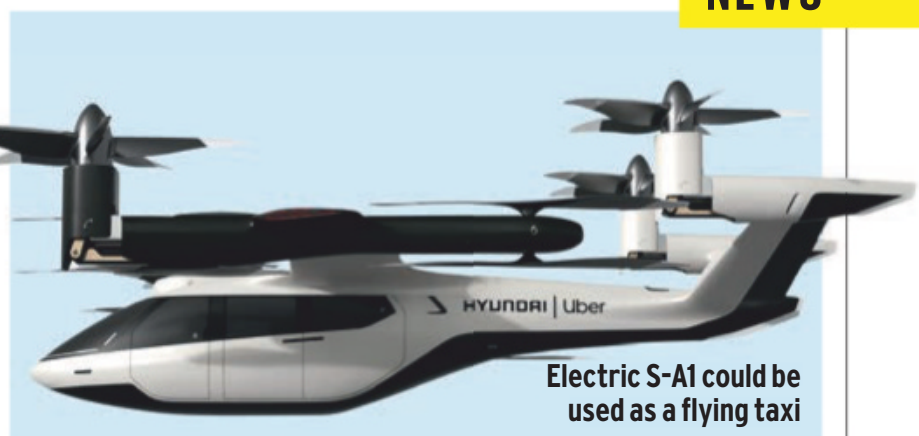
Although it doesn't preview any upcoming production model, the Vision AVTR is described by Mercedes' head of advanced design, Stefan Köhl, as a "play garden of new shapes and ideas within a human-centred design idiom".

Among the more flamboyant elements featured on the concept are 33 individual "bionic flaps", reminiscent of reptile scales, that deploy from the rear bodywork to alter the aerodynamics.

Conventional round tyres are replaced by spherical tyres for increased manoeuvrability and the concept is conceived to move sideways, crab-like, at approximately 30deg.

Inside, the Vision AVTR uses a hologram-based interface that, combined with autonomous systems, removes the need for a steering wheel.

Future S-Class vision was created by Merc and Avatar film crew



Electric S-A1 could be used as a flying taxi

Sky's the limit for Hyundai and Uber

HYUNDAI IS WORKING with Uber to develop a personal air vehicle (PAV) concept that could be used as a flying taxi in the future.

The S-A1 can carry up to four passengers, is capable of vertical take-off and landing and has a cruising speed of 180mph at an altitude of 1000-2000ft above ground. Hyundai said the machines will initially be piloted but are capable of becoming fully autonomous eventually.

The fully electric S-A1 will be developed and produced by Hyundai, with Uber's nascent air taxi division providing links to ground-based transport options and customer interfaces.

The S-A1 is intended to be capable of trips of up to 60 miles and can be recharged in five to seven minutes. It will be propelled by multiple small rotors. Hyundai said this layout both reduces noise compared with a large helicopter rotor and aids safety by minimising the impact of any single point of failure.

Hyundai presented the S-A1 at CES as part of a wider urban mobility vision, including a purpose-built vehicle (PBV) autonomous shuttle inspired by San Francisco cable cars.

Faraday Future's FF91 now on verge of production

CHINESE ELECTRIC CAR start-up Faraday Future believes its days as the automotive industry's bad student are nearly over – and has given Autocar a first drive in a prototype of its oft-delayed FF91 electric car.

Once tipped as Tesla's biggest threat, the California-based firm has battled through a series of financial struggles since being founded in 2014. It's now headed by former Byton boss and BMW veteran Carsten Breitfeld and its first EV is close to production.

The FF91's powertrain consists of a mammoth, 130kWh lithium ion battery with three electric motors for a total of 1035bhp. Breitfeld claimed the firm has achieved those figures in real-world testing.

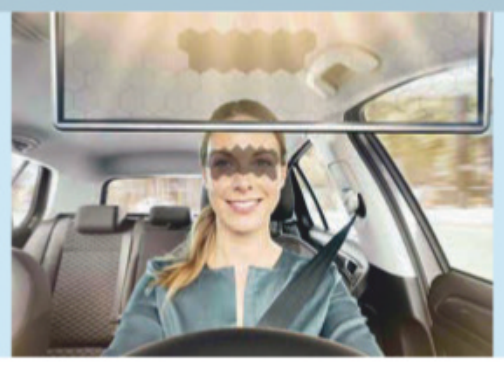
When we drove its EV in Las Vegas just before CES, its futuristic design attracted lots of attention as we negotiated dense traffic. As a prototype, its fit and finish weren't on a par with a production car's, but it was relatively quiet and rattle-free. That bodes well for the upcoming production model given that, price-wise, it will be closer to a Mercedes-Benz S-Class than a Tesla Model 3. When traffic thinned, the FF91 accelerated with the silky smoothness and rocket-like speed associated with high-torque electric cars.

Likened to a smartphone on wheels, the FF91's large touchscreen also impressed, combining with a spacious cabin to give the feeling that this machine is more concept car-like than any vehicle currently available.

Faraday Future is waiting for its final round of funding. Once secured, it will begin building the FF91 in a factory in California before the end of 2020. The car will be offered in the US and China, but there are no plans to expand to Europe yet. Pricing will start from around £91,000.

Bosch's 'invisible' visor

Bosch demonstrated a virtual visor, which uses transparent LCD panels to shield a driver from sunlight without blocking their forward vision. The engineering firm said it is in talks with manufacturers about the visor's potential usage in production cars.



FCA's next-generation minivan

Fiat Chrysler Automobiles unveiled the Airflow Vision design concept, which previews a tech-laden future MPV. The concept is named after a 1930s Chrysler model and is likely to preview an eventual replacement for the ageing Pacifica minivan in the US.

GENERIC GENERIC GENERIC GENERIC ICONIC

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Track of bespoke three-door body is 30mm wider at rear

Toyota unwraps 257bhp Yaris

Rally-derived Yaris GR gets bespoke construction and most potent three-pot yet

Toyota has unveiled the 257bhp GR Yaris at the Tokyo Auto Salon in Japan. The second model in the GR sports car line was based on knowledge developed from the firm's World Rally Championship programme.

The highly anticipated four-wheel-drive hot hatch, which Autocar has already driven in prototype form (2 January), was developed by Gazoo Racing as a 'homologation special' to aid development of the next-generation Yaris WRC. Tommi Mäkinen Racing, which runs Toyota's WRC effort, had significant input into the model.

The new machine joins the GR Supra in Toyota's growing performance range. At the launch, Toyota Gazoo Racing boss Shigeki Tomoyama said: "While the new GR Supra is a sports car developed through track racing, the GR Yaris has been devised through our participation in rallies – something that many of our fans have been waiting for."

The GR Yaris is built on a special version of Toyota's TNGA architecture, using the front end of the GA-B small car platform – which underpins the new Yaris – and the rear from the GA-C, as used on the larger Corolla.

It has an entirely different body to the regular fourth-generation Yaris, with a lower roof to aid aerodynamics and three doors instead of five. It's 3995mm long and 1805mm wide, with a wheelbase of 2558mm. The front track is 1530mm, while the rear track is a substantially wider 1560mm, with new double-wishbone rear suspension. The body makes extensive use of weight-saving carbonfibre polymer and aluminium, resulting in a kerb weight of 1280kg.

GR Yaris combines platforms of new Yaris and Corolla

The Yaris GR's 1.6-litre turbocharged engine puts out 257bhp and 265lb ft of torque, making it the most powerful three-cylinder unit to yet make production.

It's mated to a six-speed manual gearbox, while permanent four-wheel drive is provided by Toyota's new GR-Four system. This uses a multi-plate clutch and can vary power to all four wheels; there are three preset levels of torque distribution, including a rear-biased one. The car also features 356mm grooved front disc brakes with four-pot calipers.

The GR Yaris sits on 18in alloy wheels and Dunlop Sport Maxx tyres. Michelin Pilot Sport 4 rubber comes with the optional Circuit Pack, which also includes a Torsen limited-slip differential on both axles and tuned suspension.

The GR Yaris is due on sale in the UK in the second half of this year. Pre-orders are already being accepted in Japan, where the car is initially offered in limited-run RZ First Edition and RZ High Performance First Edition forms. Both of these feature exterior styling tweaks and elements, along with other design features.

While UK prices haven't yet been set, the RZ First Edition is set to cost 3.96 million yen in Japan, or around £27,700.

The Yaris GR will be built on a dedicated Gazoo Racing line at Toyota's Motomachi production facility in Japan that uses a high number of manual processes.

JAMES ATTWOOD

Ghosn lambasts Nissan execs, Japanese legal system

CARLOS GHOSN HAS accused his former Nissan colleagues of being "petty, vindictive, lawless criminals" and the Japanese justice system of treating him "like a terrorist" in a bizarre press conference.

The remarks, part of an hour-long monologue in which the former CEO protested his innocence, were made in Lebanon. Ghosn fled there after escaping Japan, where he was on house arrest facing financial misconduct charges.

Ghosn claimed he had to illegally leave the country, to flee "injustice and political persecution". He stated that he was interrogated daily for months with no lawyer present, not given a trial date, kept in solitary confinement, not allowed to speak to his family and allowed to shower only twice a week.

The most significant claim made by Ghosn was that high-ranking Nissan executives, the Japanese government and the criminal justice system (which has a 99.4% conviction rate) colluded for months before his arrest to take him down. He believed they had done this due to "bitterness and anger" at Alliance partner Renault's stronger voting rights over key decisions within the group.

Justice minister Masako Mori has since responded to Ghosn's allegations, calling them "abstract, unclear or baseless assertions".

Former boss described "systematic campaign of malevolent actors"

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New car sales may carry bigger fines in the UK than in the EU

UK at risk of 'perfect storm'

CO_2 fines and economic strife could force some makers to quit UK

Manufacturers selling cars in the UK face a looming Brexit-related financial crisis from 2021 as a result of having to meet increasingly stringent emissions regulations.

New standards come into force across the EU this year, in simple terms demanding that new cars sold by manufacturers average CO_2 emissions of 95g/km. Fines will be imposed at the rate of €95 per gram per car. Industry analyst Jato Dynamics has predicted that the bill for the industry could be as high as €34 billion (£29bn) in 2020.

However, should the Brexit timeline promised by prime minister Boris Johnson be kept, UK sellers face intensified problems after the withdrawal is certified, because the government has committed to mirror the EU emissions regulations in isolation.

"The government has pledged to meet global climate targets and, if anything, has indicated it wants to accelerate its 2040 Road to Zero ambitions, so there is no obvious prospect of the targets being relaxed," said the Society of Motor Manufacturers and Traders (SMMT) chief executive Mike Hawes.

PM's timetable adds to pressure

This year, car makers can apply an average across the EU – taking advantage of countries with high electrified car uptake such as Norway and the Netherlands, or countries where small cars make up a high percentage of sales, such as Italy. However, in 2021, they will have to manage the UK as a separate entity. New cars registered in the UK in 2019 averaged 127.9g/km of CO_2, suggesting that each new car sold would attract a fine of around £2660.

Manufacturers are expected to make significant inroads into their average CO_2 figures in 2020 and 2021, but hitting the average has been described by Hawes as "optimistic".

SMMT data suggests that to hit the 2021 target, battery-electric car registrations would have to rise from 2019's 1.6% to 27% of the market, or alternatively fuelled vehicle registrations from 7.4% to 56% of the whole market, assuming petrol and diesel registrations remained constant. Although exponential growth in electrified registrations is predicted, even the most optimistic projections do not meet that timeline.

Hawes said: "You have to be positive about the industry's ability to adapt and meet regulatory demands, but if you combine the fines with the potential for 10% import tariffs and heavy exchange rate swings, then it is possible that a perfect storm could lead to brands withdrawing from the UK because the business model doesn't stack up."

JIM HOLDER

Q&A MIKE HAWES, CHIEF EXECUTIVE, SMMT

The average CO_2 figure for cars sold in the UK went up again in 2019. Why?

"The gain was another 2.7% – and followed a trend of rises in 2018 and 2017. Roughly half of that was down to the switch to the tougher WLTP tests, a quarter down to falling diesel sales and a quarter down to segment shift, chiefly with people buying more SUVs."

Can the UK hit the 95g/km average by 2021?

"As in [mainland] Europe, some car makers are better placed than others. As an average, it's optimistic. We want to get there and we need to get there, and the exponential growth in choice of electrified cars reflects the investment undertaken by the industry. But it can only take the models to market: it can't force people to buy them. That requires government support and stimulus, as people generally won't choose to buy more expensive models."

How can the government help?

"In the short term, we need clarity on incentives. We've seen what has happened to plug-in car take-up in the face of the incentive being removed: demand has actually fallen. The current plug-in car grant for electric is set to end in March. We need clarity on what will follow and we'll be pushing for an expansion of the support."

Is there any prospect of the government relaxing targets once we're out of the EU?

"I don't think so. The environment was a key part of the manifesto and meeting targets is part of a wider global commitment. The previous government set us on its 2040 Road to Zero – by which point every new car sold must be electrified – and it would not surprise me to see that date moved to 2035. I think there is just one direction of travel. What's key is that the industry is ready for it: now car buyers have to be, too."

CONFIDENTIAL

VOLVO BOSS HAKAN Samuelsson has said the firm is studying hydrogen fuel cell technology but it is "not something we believe in today", focusing instead on battery-electric vehicles. "We need to prioritise," he said. "And if you look at solar, wind and water energy [as electric power sources], the efficiency is much higher with battery EVs than fuel cell."

BMW GROUP DESIGN boss Adrian van Hooydonk likes the rumours that the firm may design a sports car to compete with the Porsche 911, using the 6 Series moniker. "It's a nice idea. Maybe we should work on that!" he told Autocar. But such a statement is a long way from a confirmation...

MERCEDES MUST create new design forms for its electric EQ models because most buyers will be new to the brand, according to design director Gorden Wagener. "The key for EQ cars is to develop cleanliness for a technical, digital look," he said. "It is quite free-form but still very sexy. The majority of buyers will not be S-Class customers making the switch but people who are entirely new to the brand. They have different expectations."

MAZDA INTENDS TO further improve the quality of its models as it bids to become a more premium car maker. Brand boss Ikuo Maeda said: "The quality of the vehicle, including drivability, needs to be pushed. Premium does not mean creating expensive, extravagant cars, but rather high-quality vehicles. And it means developing a car that only Mazda can build."

Half of the UK's new cars are tipped to be plug-ins by 2030

How UK will keep EVs charging

Will the network be able to cope when EVs go mainstream? National Grid has a plan

In a few years, EVs will be taking to UK roads in much greater numbers than they are today. But will the UK's electricity-generating network be able to keep up?

Although there has been widespread concern that it won't, the current assessment by National Grid plc (which also manages the UK's natural gas supply) is far more optimistic. If the right steps are taken, then far from overloading the network, EVs could actually contribute to reducing energy consumption by 2050.

Thanks partly to the 2019 Climate Change Act, which aims for net zero CO_2 emissions by 2050 across the board, energy supply for EVs will form part of a massive UK decarbonisation strategy. In its annual Future Energy Scenarios report (FES), National Grid lists four possible ways in which the UK's energy model will shape up. Two of those will achieve net zero emissions by 2050.

National Grid's electricity network is split into two main parts: the high-voltage three-phase network and the local, low-voltage single-phase networks, carrying electricity from substations to properties.

If nothing is done, it is expected that demand on both networks will double at peak periods once the mass roll-out of EVs begins, causing serious problems.

National Grid predicts that 50% of all new cars will be plug-in hybrid or fully electric by 2030 and that there will be 35 million EVs on UK roads by 2050.

In the short to medium term, it is predicted that overloading the network in peak periods can be avoided by smart charging. Smart chargers fall under the control of network operators and each charger can be told when to begin charging to spread the load on the networks into low-peak times. Successful trials over the past few years have established that consumers have no concerns with the time of day their EV gets charged, particularly because it usually happens overnight.

The time shift can be overridden for urgent use and chargers potentially controlled by the consumer via an app.

The Automated and Electric Vehicles (AEV) Act of 2018 mandates the transition to a smart domestic charging infrastructure. As of 1 July last year, all new domestic chargers must be smart to qualify for support from the government's Electric Vehicle Homecharge Scheme.

The overall balance of energy use in the UK is expected to change, leading eventually to a reduction in consumption due to increased efficiency. One key example is a dramatic shift in the way homes are heated, raising the efficiency of homes to EPC (Energy Performance Certificate) class C or higher, and the rolling out of at least 2.5 million domestic heat pump systems by 2030.

Hydrogen is expected to play a big part, mainly in heating. The idea is that electricity is used to reform natural gas to produce hydrogen in conjunction with CCUS (carbon capture, usage and storage) to neutralise CO_2 from the

> "EVs could actually contribute to reducing energy consumption"

EVs could charge at low peak and supply a home at high peak

MAKING THE MOST OF WHAT'S THERE

Project aims to keep rapid chargers working at peak times

A rapid-charging project called DC Share is under way with Western Power Distribution, Electricity North West and Ricardo. Its aim is to boost the capability of local networks to power rapid chargers.

Although local AC distribution networks can be protected from mass EV plug-in at peak times by smart charging, that doesn't allow for attaching power-hungry rapid charger clusters to the same networks. For that, expensive 'network reinforcement' may be needed, such as increasing the capacity of transformers, overhead lines and cables.

The DC Share project will tap into surrounding networks, drawing unused power to drive rapid-charging hubs. The project will lay a DC equalisation cable network between transformers, so those experiencing heavy demand can be supported by others that are lightly loaded.

If successful, this approach would be cheaper and more efficient than implementing the usual network upgrades and enable greater numbers of rapid chargers without the need to generate extra power.

hydrogen manufacturing process. All household and industrial boilers would eventually need to switch to hydrogen, emitting no CO_2 and minimising the use of electricity.

Even with smart charging, demand for electricity will increase again as EV numbers grow, but that is expected to be offset by the roll-out of vehicle-to-grid charging. This will allow vehicles charged at low-peak prices to transfer energy to the home during more expensive peak periods, reducing the load on power generation stations during those times.

Ultra-rapid public chargers should help quell fears of range anxiety and lack of convenience for prospective EV buyers. BP Chargemaster has already begun the roll-out of 400 ultra-fast 150kW chargers planned by next year. These are capable of delivering a 100-mile range top-up in 10 minutes. National Grid also proposes the creation of ultra-rapid charger clusters (150kW-350kW) at motorway service areas. According to its 2019 FES, National Grid has already identified 54 sites that, it says, would put 99% of EV drivers within 50 miles of a cluster at any time.

National Grid says those sites can be linked cost effectively to the high-voltage transmission network directly. It also recommends that this happens before price parity with petrol and diesel cars is reached in around 2025, to avoid range anxiety being a barrier to EV uptake. It warns that this will work only with government intervention under the AEV Act, saying that a market-led approach would lead to a postcode lottery.

JESSE CROSSE

WHAT'S NEEDED

UK consultancy Capital Economics forecasts that to meet 2050's 'net zero' targets, the UK will need:

25 million
EV charging points

22 million
home heat pumps

£240 billion
total outlay

UNDER THE SKIN
JESSE CROSSE

CHEMICAL SOUP: EV BATTERY TECH AND THE QUEST FOR PERFECTION

Details of the battery pack for Volkswagen's ID 3 for 2020 reveal the latest-generation battery cell tech.

NOT LONG AGO, big powertrain news involved the launch of new engine plants like JLR's Engine Manufacturing Centre. Now the attention has switched to battery manufacturing and the best way to produce lithium ion batteries for EVs.

Some, like Tesla, keep schtum about the precise details, but lithium ion EV batteries all have the same basic components. Individual cells are arranged into modules that are connected together via a high-voltage connector (busbar) and encased to form a single battery pack. Two other main components are the battery management system, which controls and monitors every aspect of the battery's performance and behaviour, and the liquid cooling system.

Individual cells work in much the same way, with an anode and cathode separated by a thin polymer layer and surrounded by electrolyte, but those components can be rolled to make cylindrical cells, assembled as a pouch (a bit like cat food) or formed into a prism shape. The chemistries within can be very different, each with pros and cons, and they continue to evolve.

The first-gen Nissan Leaf had a 24kWh lithium manganese oxide battery (LMO). All lithium ion batteries rely on electronics to prevent uncontrolled overheating, known as thermal runaway, during charge or discharge, but LMO has the benefit of being intrinsically safe at the cost of other factors such as energy density. But the technology has evolved. The BMW i3 and 2019 62kWh Leaf have lithium nickel manganese cobalt oxide (NMC) batteries. These are a favourite choice for anything from power tools to EVs and give the best of most worlds. The Leaf battery is also structured differently, with cells joined by laser welding so Nissan can ring the changes with the configuration of the battery for greater flexibility.

The Volkswagen's ID 3's battery pack is a straightforward layout of up to six modules containing 24 cells each, making a 408V pack. Like the Leaf, the VW cells are NMC, but that doesn't mean they are identical because manufacturers work with cell suppliers to fine-tune the quantities of the main ingredients, playing to the strength of each. Nickel is good for high power density but has poor stability on its own. Manganese is the stable partner and the two are a great combination. Nickel is predominant over cobalt because it's cheaper. Small amounts of silicon at the anode play a role in boosting energy density.

For 2020, Volkswagen has published details showing the use of a next-generation NMC 811 cathode composed of 80% nickel and 10% each of manganese and cobalt, with a 20% silicon anode.

By tinkering with these ingredients, it's not inconceivable that one day manufacturers could offer different levels of performance across an EV range rather than just capacity, with the option of 'GT' battery packs and powertrains. It's pure speculation but, much like engines are sometimes mechanically the same today with performance versions mapped to produce a higher power output with reduced economy at a premium price, could batteries one day be configured in a similar way?

LOW-CARBON FUEL vs EVs

A study by Ricardo estimates that by 2050, greenhouse gas emissions (GHG) from cars and light duty vehicles could be reduced by 87% if low-carbon liquid fuels were introduced as a substitute for petrol and diesel. The study found the effect would be about equal to a mass roll-out of EVs. The cost to public finance in infrastructure would be a lot lower, though, at about £330 billion compared with just over £700bn.

SPY SHOT
LAND ROVER DISCOVERY

Under this test car's disguise is a reworking of the Mk5 Discovery's divisive design

Hybrid Discovery on the way

Seven-seat Land Rover will get a hybrid model as part of a major 2020 update

Land Rover will launch its first hybrid Discovery as part of a roster of updates aimed at boosting the model's sales, which continue to fall below expectations.

Photos of this camouflaged prototype show a substantial disguise for what is described by a Land Rover source as a "model-year update", suggesting the changes are more far reaching than the usual equipment upgrades and light tweaks. More revealing still, however, is that this prototype is registered as a hybrid-electric model.

Land Rover has yet to officially confirm which hybrid powertrain this test mule is using. It's possible the brand is considering introducing a plug-in hybrid variant with the four-cylinder P400e system used on the Range Rover and Range Rover Sport.

However, Autocar understands the model spotted testing is a mild hybrid, using the 48V system added to the Range Rover last year. The only current Land Rover system suitable for a car of this size and weight is the latest 3.0-litre straight-six turbo petrol engine mated to a starter/generator and 48V battery.

However, given the Discovery's diesel-heavy mix, expect such a system to be introduced in the four- and six-cylinder oil-burners for the seven-seat SUV's launch, likely at the end of 2020.

Updates such as this will be crucial as Jaguar Land Rover aims to avoid fines under the EU's fleet average CO_2 target (p17). The brand's two biggest hopes for achieving this will be the upcoming Discovery Sport and Evoque plug-in hybrids, which are set to go on sale in the coming weeks and be delivered to customers in May. They use a 197bhp 1.5-litre three-cylinder petrol engine and a 107bhp electric powertrain for an electric-only range of about 30 miles.

The extent of the visual changes to the Discovery is not yet clear. The front end of this test car features the most extensive disguise, suggesting a new grille and bumper. But it remains to be seen if the controversial rear-end design will remain or be overhauled.

Technology is expected to advance, with revamped infotainment and display systems and active safety tech.

LAWRENCE ALLAN

FIRST ELECTRIC ASTON MARTIN ZAPPED

65kWh battery was said to give 200-mile range

Aston Martin will not produce its first electric vehicle, the Rapide E, as originally planned, Autocar understands.

Revealed as a concept in 2015 and confirmed for production in 2017, the 602bhp luxury saloon had essentially completed development by the time it made its dynamic debut at the Goodwood Festival of Speed last summer. It was meant to enter production at the end of 2019, with 155 examples mooted at an undisclosed price.

However, a source close to Aston Martin has said the Rapide E will instead become a research project used to further the firm's broader electrification programme. It's not yet clear how many orders were taken or whether refunds will have to be issued. The British manufacturer is focusing most of its efforts on the launch of the DBX, a crucial model that it hopes will improve its difficult financial position. Deliveries of the super-SUV are due to commence in April.

» DBX PROTOTYPE DRIVEN P42

Wireless upgrades for stereos

THE ABILITY TO improve your car's sound system simply by downloading new software could become reality as manufacturers and their suppliers look to find new ways to upgrade existing cars during their lifetime.

Buying premium audio at a later date is the brainchild of American company Harman, which has a significant presence in the automotive field through its Harman Kardon, JBL, Mark Levinson and Bang & Olufsen brands.

This seemingly impossible task, announced at the Consumer Electronics Show in the US (round-up, p12-13), will be made possible as wireless software updates become more prevalent.

Harman's pitch to car makers is that they install slightly better speakers and more computer power into models sold with the base audio system, then persuade the customer to buy an upgrade from whichever audio brand they prefer.

Harman argues that tuning audio systems via software is nothing new, and that they already do it to achieve a certain quality of sound to suit each particular brand.

Those unconvinced will be able to download a trial or receive a demonstration at a dealership. Harman is currently talking to car makers about offering the digital upgrade; it estimates this will be slightly cheaper than the current premium option, which costs around $1000 (£750) in the US.

Harman also suggested that rental companies could offer temporary upgrades for customers who value better sound in their hire cars.

Wireless upgrades were a big topic at CES as car makers figure out how to boost revenue by enabling customers to add more features over the life of the car, much like many do with smartphones. They argue that this would keep the car up to date and therefore could boost residual values.

Audi, for example, showed different on-demand options, such as upgraded parking assistance. "You have the decision to upgrade the car at any point later, and that's a huge difference to what we have now, because you have to make a decision when you purchase the car," said Jana Ackermann, the company's electronic modules manager.

One advantage presented by upgrades and add-ons after purchase of the car is that they wouldn't increase its list price, she added. This would reduce taxes affected by list price, such as benefit-in-kind tax for company car users in the UK.

NICK GIBBS

Harman's partners include Audi, BMW, Toyota and Volvo

Volkswagen Up GTI returns to UK

VOLKSWAGEN HAS relaunched the Up GTI in the UK, eight months after the sporting city car's production allocation was fulfilled and it was withdrawn to coincide with the transition to WLTP emissions testing.

The Suzuki Swift Sport rival's return to market comes as Volkswagen prepares to begin deliveries of the upgraded e-Up, which, unlike its new Seat Mii Electric and Skoda Citigo-e iV siblings, will continue to be sold alongside petrol variants.

Given the Up GTI's relatively short time off sale, it returns almost unchanged, save for the introduction of Volkswagen's new logo and the removal of the three-door shape in everything but the base model and the GTI.

The Up GTI's three-cylinder 1.0-litre turbo engine remains at 113bhp, meaning it can still sprint from 0-62mph in 8.8sec and hit a top speed of 122mph.

The most significant change for prospective buyers is a hike from £13,750 to £15,895. This represents a £3445 premium over the cheapest, 59bhp Up.

Upmarket superminis and city cars have been subject to significant price rises recently as manufacturers attempt to compensate for the tighter profit margins in these sectors.

New VW logo and alloys are the only visual changes

Damien Smith

RACING LINES

F1 pulls in the public, but will it continue to attract car makers?

THE FORMULA 1 world championship will hit 70 this year and appears to be thriving. Under Liberty Media's maturing patronage, F1 continues to mesmerise a global audience of a size far beyond any other form of motorsport, and judging by the second half of 2019, even the racing spectacle compares positively with so-called 'golden' eras.

But under F1's pristine veneer are rust patches that could turn to rot in a matter of years. As ever, the whims of car manufacturers and their bigger-picture real-world needs are the source.

Of F1's four major car makers, two have uncertain F1 futures. Honda, engine supplier to Red Bull and its renamed sibling team Alpha Tauri, is committed only until the end of 2021. The current 1.6-litre V6 hybrid engine regulations remain stable for now, and hopes are high that the Japanese firm will remain beyond next year, but the pressures of road car electrification and fleet emissions targets make any accurate predictions impossible. The same goes for every other car maker. Remember also that Honda has previous form in pulling the F1 plug, doing so with zero notice in 2008.

Then there's Renault, which returned as a full-blown F1 constructor in 2016 – since when it has failed to score a single podium. The team was even beaten last year by McLaren, which pays for Renault customer engines – for now. McLaren will switch to Mercedes power for 2021.

It's a bleak picture for the French giant, and team principal Cyril Abiteboul desperately needs an upturn in fortunes. Without one, the company board – now short of 'wanted man' Carlos Ghosn, the driving force behind Renault's F1 investment – might be tempted to scrub through this significant budget line.

And what of Ferrari and Mercedes? It's still inconceivable to imagine F1 without Ferrari, but in our fast-changing world, little remains truly sacred. As for Mercedes-AMG and its record-breaking team, F1 remains a fertile marketing tool. But for how long before the rule of diminishing returns begins to count? No car maker, other than Ferrari, has remained in F1 for its 70-year duration.

What also undermines the F1 landscape are hybrid powertrains that are largely irrelevant to car makers' marketing needs. The opposite is true for the all-electric Formula E series, which now has factory teams from Audi, BMW, DS, Jaguar, Mercedes, Nissan and Porsche. That's quite a roll call. All that Formula E lacks is an F1-sized audience – and that's the hard bit.

> "Under F1's pristine veneer are rust patches that could turn to rot"

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Steve Cropley

MY WEEK IN CARS

Today's Vantage is a world-class car, unlike Aston's 1970s creations

A BBC team flew to Sweden to interview Greta Thunberg

Greta dogged by carbon pawprint

What a charming picture of Greta Thunberg with her Labrador Roxy on your front page (News, last week).

However, I was slightly surprised to see her so brazenly discredit her green credentials.

Being an expert in such matters, she knows, I am sure, that because of its meat consumption, even a medium-sized dog has the same carbon footprint as a Toyota Land Cruiser.
DE Simmons, Bexhill-on-Sea

A heroine of our time

I am glad you put a large, smiling photo of Thunberg on the front page. She is the person of the year. Although her solutions are sometimes naive, she is courageous and articulate (in her second language). This 17-year-old makes the demagogues of the 2010s look cheap.
Stan Labovitch, Windsor

Net zero emissions

There is an easy way for the BBC to solve the dilemma over its carbon footprint when it interviews Thunberg: do it over Skype. It would cut down on costs, too.
Sue Davies, Peterborough

Daily Telegraph letter gave Greta a ruff time

MONDAY

It's years since my last decent drive in a small Aston, the Vantage, and in that time the car has changed fundamentally, as I've been discovering. My Aston experience began in the late 1970s with six-cylinder DBSs and V8 'Saloons' when the company's approach was to build the powerful, crude machines its skills allowed, then to persuade us they were good rather than merely large, expensive and rare, which was the truth. That's why I'm sceptical about the stratospheric prices these cars now achieve: I know what they're really like.

This new Vantage is a horse of a different colour: fast, sophisticated, comfortable and well able to deliver the brand of driving enjoyment most of us enjoy – absorption minus the white knuckles. Best of all, the Vantage makes its pleasures accessible: big doors, decent (but intimate) cabin space, a near-perfect driving position, seats that deliver both long-distance comfort and fast-corner security and a compact exterior for easy driving in traffic. The best compliment I can pay is that I could as easily live with one of these as a Porsche 911.

TUESDAY

Early-bird viewing of Rolls-Royce's new global flagship showroom in Mayfair soon to be operated by the HR Owen dealer group. It's a few hundred yards from its old place but twice the size. Rolls CEO Torsten Müller-Otvös was more bullish than I've ever seen him: the Cullinan SUV has been a huge success, spearheading a 25% increase in sales and now accounting for 40% of production.

I've always rated the Rolls boss for his normality and undimmed love of the job following an action-packed decade of achievement – a fivefold car sales increase, a drop in average buyer age from 56 to 43 and huge new earnings from the rebuilt Bespoke division, which nowadays makes owner-specific mods to 90% of cars. Lucky for us, Müller-Otvös's BMW bosses understand how much continuity matters to the luxury goods business.

> "It already makes winter 2021 look like Pothole Armageddon"

WEDNESDAY

Sounds political, and predictable for The Daily Telegraph, but I was interested to see they published a letter taking clean air activist Greta Thunberg to task for owning a Labrador called Roxy. "She knows, I am sure," wrote Mr Simmons of Bexhill, "that because of its meat consumption, even a medium-sized dog has the same carbon footprint as a Toyota Land Cruiser." This was news to me, and amusing for a moment, but I soon fell to thinking how unhelpful such small-minded observations are. It's the big stuff – such as converting future Ford Focuses to hydrogen – that will take us where we need to go.

THURSDAY

For me, and probably you, the first days of a new year are diary-busters as you try to squeeze car shows, race meetings, concours, Goodwoods and local events into too few days. This year, I'm using The Motoring Diary (themotoringdiary.com), which lists all relevant fixtures, offers free listing to event organisers and may soon sell tickets. It's the brainchild of Mark Constanduros, well known in motorsport circles. "The idea was born out of my frustration with clashing events," he says. "There was no easy way of knowing what was scheduled. Now there is."

FRIDAY

Jobs I Wouldn't Want No. 642: devising a plan to fix the potholes of Gloucestershire. The roads where I live are so comprehensively pock-marked that it's hard to imagine how they could ever be promptly repaired, even if road menders had infinite resources. Especially with half this year's salt-ravaging winter to go. Practically every road I know will have to close for repair, and it's hard to see these finishing during the mild months, which already makes winter 2021 look like Pothole Armageddon. Is anyone aware of the threat?

AND ANOTHER THING...

Amusing how small things indicate which is the 'senior' version of a car model shared across marques. The Citroën Berlingo is also a Vauxhall (and a Peugeot), but its tiny, single espresso cupholder shows beyond doubt that its soul is French.

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FORD PUMA

Keen drivers, rejoice: the compact crossover finally has a class leader capable of appealing to petrolheads (and mild-hybridheads)

For quite a long time, we've been waiting for somebody to come along and set a new standard – any kind of standard – in the compact crossover segment.

Finally, I think we've found the car that has done it, although the new Ford Puma has stepped rather than vaulted over what's a relatively modest bar.

Puma, then. No longer a stylish small coupé based on the Fiesta, but today's equivalent: a tall pseudo-SUV based on the Fiesta. We'll mourn the former kind of Puma but, well, if we wanted to keep cars like that in production, we should have bought more of the darned things. The truth is that the crossover is the mainstream manufacturer's way to make money out of passenger cars and not just vans.

So let's size it up: the new Puma is 54mm taller than a Fiesta (1537mm), a full 146mm longer (4185mm) with a 95mm-longer wheelbase (2588mm) and, perhaps most significant, 71mm wider (1805mm). I say significant because the problem with many crossovers is that, in trying to give them some kind of dynamism, their suspension is tied down so the ride is hard. The Puma's track width is 58mm wider than on the Fiesta on which it is based, and a bit of additional width should offset some of the extra height when it comes to the increased centre of gravity. We'll see.

Mechanically, things are pretty straightforward. Every Puma is a 1.0-litre petrol at the minute, with a 1.5 diesel following and a hot version (I know, but if anyone can, Ford probably can) later still. The three-cylinder 1.0 comes in four different flavours: 94bhp and 123bhp pure internal combustion, and 123bhp and 153bhp mild hybrid.

It's a very mild hybrid, basically an integrated starter/generator aimed at torque-filling the turbo lag at low revs and helping to reduce the CO_2 figures, rather than making the Puma faster – although it does, a tiny bit. Producing 15bhp and 37lb ft, though, and mostly at low revs, not by much. Ford calls the system →

TESTER'S NOTE
Rear seat space is fine: normal-sized adults will fit behind normal-sized front occupants. There's a little passenger door intrusion to getting in. **MP**

It's an enjoyable car to drive by the standards of a compact crossover and the businesslike cabin is sufficiently roomy

'mHEV', whose capitals put rather too much emphasis on the 'hybrid electric vehicle' part of things and not enough on the 'mild' element, for me. Reminds me of the gambling industry's 'when the fun stops, stop' campaign with 'FUN' written largest. This isn't a car that ever goes anywhere under electric power alone, after all. Still, it all helps the numbers, and Ford thinks that by 2022 more than half of the cars it sells will be some kind of electrified. No news yet on a battery-electric or a plug-in electric hybrid version of the Puma.

There is room, though, for a bigger battery than the diddy li-ion one beneath the boot floor, an area that Ford is reserving for a few things: on pure-combustion cars, the option of a spare wheel (praise be). And on starter/generator cars, what it calls a 'Megabox'. Don't get too excited. But it's a novel way of using some space. The Puma gets a higher boot floor than a Fiesta, and if a battery isn't taking up the whole space, you might as well use it for something. Here, it's a square 80-litre plastic recess with a plughole in the bottom, so – finally – there's a car with a place to put dirty boots that you can easily rinse out afterwards. And, I guess, Ford could just offer different box sizes played off against different batteries back there.

Anyway, I've tried the Puma in 153bhp form, and in ST-Line X trim, which is fairly near the top of the tree. Prices start at just over £20,000 but this one's £23,645, for a car that can reach 62mph in 9.0sec and return 51mpg, according to its combined WLTP fuel cycle.

Inside, things are pretty businesslike. The dashboard has a fully digital instrument pack and an 8.0in touchscreen protruding from its centre, with Apple CarPlay at no cost. There's half-spongy material on the door tops and some hard materials, too, and fit and finish overall are good – some chrome touches that could convince you they're actually chrome. But if somebody took all the badges off and told you it was a Hyundai's cabin, you'd believe it.

The seats are relatively flat but ergonomics are good and the engine, at idle, is quiet. This car's a six-speed manual – they all are at launch, so we'll have to talk autos another time – and easy to get rolling thanks to moderate pedal weights.

One of the things about driving a Ford is that there's a curious, and usually welcome, consistency to most of what they make. So in a Puma, impressions come at you fast when you're not expecting them. The first surprise is that the steering is curiously light, for a Ford, and operating in what feels like a mild advisory capacity only. I wondered if it was because there'd be too much

Puma is longer, wider and taller than the Fiesta on which it is based

> Once settled, the Puma's natural cornering stance is composed and assured

You get a well-measured blend of handling composure, agility and ride comfort

FLOOR IT: BOOT BASE IS A MOVABLE FEAST

If I told you about a component that features "a honeycomb structure inspired by the hexagon-shaped cells used in the construction of high-strength components for jet planes and supercars, for durability and strength", what would you think I'd be talking about? Would it be the boot floor of a compact crossover? No, I didn't think so.

'Dressing it up' is perhaps the phrase. But it does mean the Puma's boot base is pretty rigid and able to be placed low onto the boot floor – giving a 376-litre capacity. Or it can sit on a higher rack so it's level with the boot lip. Or if you want it out of the way completely, it slots upright behind the rear seat backs – in which, with the biggest Megabox (I'm not sure I'll ever call it that again), the load capacity is a slightly awkwardly shaped 456 litres.

The parcel shelf, meanwhile, is fixed to the tailgate so it swings out of the way when you open the lid.

torque steer if it was allowed to be less over-assisted, but there are driving modes and in Sport mode, where the steering is heavier, it's fine. Which is odd. I think it's the first car in which I'd wilfully take the heavier steering option. Ditto, the top travel of the brake pedal is over-light. And the throttle progression, as you come off the clutch, is sometimes sharp – as if the starter/generator assistance isn't quite integrated seamlessly. Otherwise, the engine's smooth, quiet and endearingly thrummy, though.

But there are other, more familiar, more reassuring things. The gearbox is snicky, and the ride compliant but composed. In cornering, the initial roll rate is a bit sharp – almost like a Mini Countryman's, where they're desperate for you to feel the agility – but once settled, the Puma's natural cornering stance is composed and assured. Perhaps a Seat Arona changes direction more quickly, although it has a more skateboardy quality to its ride while it's at it. A back-to-back test in the UK will sort that out for sure but the Puma has a blend of ride and handling and agility that, I think, is better than its rivals'. It's moderately enjoyable, in fact.

Mind, let's not get carried away. A week before driving the Puma, I hired a boggo 2016 1.25 Fiesta, and despite not all of its wheels being entirely round, it was absolutely terrific fun in a way that this crossover – any crossover – is not. But that's where we are. While Ford was getting the Ecosport so wrong the first time around – and with its second try at it, still not quite satisfying those moving over from regular hatchbacks who wanted something not-weird – enough competitors had missed their chance to put a mark on the class, leaving the opportunity open for someone. Belatedly, convincingly enough, Ford has taken it.

MATT PRIOR
@matty_prior

Three-pot 1.0 petrol is available with 123bhp and 153bhp in mild-hybrid guise

FORD PUMA 1.0 ECOBOOST 155 ST-LINE X

The compact crossover finally gets a true class leader but we wonder if Ford could have cleared the bar higher

★★★★☆

Price	£23,645
Engine	3 cyls, 999cc, turbocharged, petrol, plus electric motor
Power	153bhp at 6000rpm
Torque	140lb ft at 1900-5500rpm
Gearbox	6-spd manual
Kerb weight	1280kg
Top speed	127mph
0-62mph	9.0sec
Economy	51.4mpg
CO_2, tax band	126g/km, 29%
RIVALS	Nissan Juke, Seat Arona

TESTER'S NOTE
Mid-level SE Connect trim, starting from £13,495, is expected to be the most popular in the UK. It features 15in alloy wheels, an 8in touchscreen and a rear-view camera. **JA**

TESTED 9.1.20, PORTUGAL **ON SALE** NOW

HYUNDAI i10

Third-generation city car arrives to dispel the rumours of the class's demise

The new Hyundai i10 shouldn't exist. The petrol-engined city car has been declared dead, you see, sparking an ongoing 'whodunnit' to determine whether it was low profit margins, prohibitive emissions legislation or changing consumer tastes that delivered the final, fatal blow.

And yet, in an improbable plot twist, here we have an all-new i10, looking fresh, relevant and, indeed, very much alive and well. Who saw that coming?

This third-generation i10 isn't just a minor update, either. Hyundai has re-engineered it from scratch, evidenced by a fresh new design. The styling is familiar, but the adoption of the firm's latest design language means a bolder grille, giving the i10 a more dramatic feel that further distances it from the dull but practical feel of early versions.

It's all a bit more mature, but the i10 hasn't actually grown that much: at 3670mm in overall length, the new model is only 5mm longer than the previous version, although the wheelbase has been stretched by 40mm and the body widened by 20mm, both to increase interior space and add a bit of extra dynamic poise.

There remains a choice of two petrol engines, both carried over from the old car: a 66bhp three-cylinder 1.0 and an 83bhp four-cylinder 1.2. A sportier 1.0 turbo N-Line version will follow but, unlike the rival Volkswagen Up/Seat Mii/Skoda Citigo triumvirate, Hyundai says there are no plans for a fully electric version.

Both engines are offered with the choice of either five-speed manual or automatic gearboxes. The suspension retains MacPherson struts at the front and a torsion beam at the rear, while wheels range from 14in on entry-level SE models to new 16in options on top-spec Premium specification examples.

The i10 has also taken a step forward on the inside. The cabin is well laid out, with comfortable seats and decent space: rear passengers will find decent leg room, although squeezing three adults in the back compromises each passenger's personal space. Still, as with the 252-litre boot, it's reasonably roomy for a car in this class.

The dashboard is sensibly arranged with a contemporary feel, and the 8in touchscreen – as with the rear-view camera, standard on mid- and higher-spec models – is nicely integrated into the overall design. Top-level Premium cars get heated seats and steering wheel, too; a £1000

Engines are a 66bhp 1.0 and an 83bhp 1.2; more potent N-Line 1.0 turbo will follow

Mid-spec cars and up are furnished with a neat 8in touchscreen display as standard

Boot is roomy by city car class standards; latest Hyundai design language gives the i10 a bolder, more mature look

> Drivers can revel in the sort of responsive handling you hope for in a nimble city car

tech pack adds a wireless phone charger and real-time traffic updates to the sat-nav. Hyundai has also fitted all three trim levels with plenty of Euro NCAP-pleasing safety kit rarely seen in this class, but compulsory on all new cars sold in Europe from 2021, including autonomous emergency braking and lane-keeping assist.

Thankfully the revitalised look of the i10 is reflected in how it performs, with handling that regains some of the verve of earlier-generation i10s but without losing the maturity and poise of more recent versions.

The steering is well weighted, allowing drivers to revel in the sort of responsive handling you hope for in a small, nimble city car. But it achieves that without feeling fidgety or nervous as some city cars can: in fact, in the driver's seat, it feels as spacious to sit in and confidence-inspiring to drive as some cars in the supermini class above.

We spent time in i10s powered by both the 1.0 and 1.2 engines, all in top-tier Premium trim, but we're focusing on the smaller unit since that's the one Hyundai expects to be the biggest seller in the UK. It won't require a spoiler alert to reveal that, with just 66bhp, it's hardly the last word in performance. But while the deficit of power can be felt at motorway speeds or on flowing roads, it's perfectly fine for the sort of driving regularly undertaken by city cars, with decent response and a largely good availability of power when needed.

The extra power and torque of the 1.2-litre unit is felt and certainly adds some useful poke, although it doesn't transform the i10 into a pocket rocket (leaving us dreaming of that turbo N-Line version).

Of course, the upgrades to this new i10 come at a price: entry level 1.0 SE models now start from £12,495, rising to £15,495 for top Premium models with the 1.2 engine and automatic 'box. That's pricing closer to some superminis than city cars. Most buyers will take one on a PCP deal, though, with the expected monthly payments of around £180 to £210 closer to other city cars.

Regardless, this third-generation model restores the i10 to the top echelons of petrol-engined city car contenders. If that sounds like faint praise given the thinning ranks of the class, it's not intended to be. While others have been arguing about who killed the city car, Hyundai just went away and built an excellent new one.

Not bad for a car that, by rights, shouldn't exist.

JAMES ATTWOOD
@atters_j

HYUNDAI i10 PREMIUM 1.0 MPI

Improved comfort, handling and kit propel the i10 forward. A reminder of the merits of small city cars

★★★★☆

Price	£14,495
Engine	3 cyls, 998cc, petrol
Power	66bhp at 5500rpm
Torque	71lb ft at 3650rpm
Gearbox	5-spd manual
Kerb weight	921kg
0-62mph	14.6sec
Top speed	97mph
Economy	56.5mpg
CO_2, tax band	101g/km, 24%
RIVALS	Volkswagen Up, Kia Picanto

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KIA NIRO PHEV

Does the plug-in hybrid version of Kia's facelifted SUV add up?

Should a calculator ever determine which car you buy? It's a question anyone contemplating a Kia Niro plug-in hybrid (PHEV) may have pause to ponder, given the yin and yang offered by its undoubtedly clever powertrain but eyebrow-raising price.

You have the upsides of being able to run up to 36 miles on electric power alone, enjoying a potentially huge uptick on running costs as well as the delicious silence and compelling confidence of the instant torque from the electric motor.

The official economy figure in the spec box (right) is fairly meaningless, because a PHEV is as efficient as the distances you drive. Living and commuting mainly short distances around a big town, I could nigh-on live on electric power. Life as a long-range sales rep would be harder.

On the flip side, you have that higher purchase cost (£31,945 here – £4500 more than the Prius-esque hybrid Niro), 49 litres less boot space and – alas – a slightly gruff 1.6-litre engine disturbing your karma when it kicks in. Beyond the powertrain, the Niro is a decent if uninspiring steer.

Will this work for you? It might well, because this facelifted Niro adds a small amount of lustre to what has always been a well-rounded offering: this is a potentially hugely economical powertrain in a well-sorted car, laden with kit and backed by a seven-year warranty.

But you do need that calculator, because you'll have to cover a lot of miles or enjoy a lot of lower VED or company car bills to truly extract value from choosing the PHEV over the hybrid. Alternatively, if your motives are altogether greener or company car tax focused, then you might also want to consider the excellent all-electric e-Niro instead, available with a 280-ish-mile real-world range and epically low running costs for a further £5k. Even if you do conclude it is for you, then you must consider the opposition, not least the Skoda Superb PHEV, which starts from £31,970.

How car makers must rue the loss of the plug-in hybrid grant, which swung the cost-benefit equation rather more in their – and consumers' – favour.

JIM HOLDER
@jim_holder

There's plenty of equipment and a decent amount of space

KIA NIRO 1.6 GDi PHEV

Well-rounded package made better still by a facelift but its pricing may steer you to a different Niro or a rival

★★★½☆

Price	£31,945
Engine	4 cyls, 1580cc, petrol, plus electric motor
Power	139bhp at 5700rpm
Torque	195lb ft
Gearbox	6-spd dual-clutch automatic
Kerb weight	1490kg
0-62mph	10.4sec
Top speed	107mph
Electric range	36 miles
Economy	201.8mpg
CO_2, tax band	29g/km, 16%
RIVALS	Hyundai Ioniq PHEV, Skoda Superb PHEV

MERCEDES-BENZ GLC 300 COUPE 4MATIC AMG LINE

Price £46,860 **On sale** Now
What's new? Coupé version of BMW X3 rival gets mid-life facelift and mild-hybrid powertrain

EVEN IN MORE swoopy Coupé form and sporting AMG Line trim, the GLC excels in refinement over dynamism, especially with its well-equipped, luxurious interior.

That should suit this mild-hybrid powertrain, with a 14bhp electric motor aiding the 255bhp 2.0-litre petrol engine. It's well integrated, slipping in and out of electric running at slow speeds, as well as allowing engine-off coasting. That results in an official 38mpg combined.

However, the unit isn't the most responsive and its shortage of torque compared with the 300d diesel is notable. So a sensible buyer's decision is likely to come down to how and where they'll use their GLC. And we still question paying a premium over the more upright SUV for the less practical coupé body. **JA**

★★★½☆

MAZDA 2 1.5 SPORT NAV

Price £17,495 **On sale** Now
What's new? Supermini gains mild-hybrid tech and restrained design revamp

THE CURRENT GENERATION of Mazda 2 dates to 2014 and, even with a bang-on-trend mild-hybrid unit now attached to its 1.5-litre petrol engine, its age is beginning to show. That's not entirely a bad thing: it's pleasingly old-school, with direct, engaging handling and a decent ride, aided by tweaks to the dampers and steering.

The 89bhp engine has a smooth delivery, and the mild-hybrid system also aids the fuel economy, but it's stymied by the overly long gearing of the six-speed manual 'box. And with newer rivals offering better interiors and more kit for similar money, the 2 finds itself slipping away from the true supermini contenders. **JA**

★★★½☆

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PHOTOGRAPHY MAX EDLESTON

BMW 330d

Can a six-pot diesel engine and bigger boot make the 3 Series even more appealing?

MODEL TESTED **XDRIVE M SPORT PLUS EDITION TOURING**

Price £48,035 • **Power** 262bhp • **Torque** 428lb ft • **0-60mph** 5.5sec • **30-70mph in fourth** 5.8sec • **Fuel economy** 42.0mpg • **CO_2 emissions** 142g/km • **70-0mph** 54.3m

We like

- Blend of performance and economy remains world class
- Upmarket, practical interior
- Great to drive, even in estate form

We don't like

- Beginning to look expensive, particularly from a fleet perspective
- Transmission isn't as dexterous as it could be

Contemplating the BMW 330d's place in the motoring world as we move into a brand-new decade is a fascinating undertaking.

Just over 20 years have now elapsed since the first 30d-badged 3 Series rolled off the production line in Munich, Leipzig and Regensburg, kick-starting a phenomenon in the process. Those particular E46-generation models were by no means the first Threes to use oil-burning six-cylinder engines, but their arrival marked the birth of what could be one of the most multi-talented vehicle genres to date: the performance diesel compact executive car.

A sub-8.0sec 0-62mph time was a headline-grabbing statistic at the time. But of even greater significance was the 330d's ability to merge that performance so coherently with competitive long-range economy, upmarket quality and BMW's dynamic driver appeal. For the next two decades, successive iterations continued to build on and improve these highly appealing themes.

Fast forward to early 2020 and the automotive landscape has changed out of sight. Electrification is on the rise, mainstream cars are downsizing and shedding cylinders, and increasingly strict, environmentally driven means of taxation coupled with general consumer uncertainty have eroded the appeal of diesel cars – with the grander, pricier and more performance-oriented models suffering worse than most.

Simultaneously, the smaller-capacity variants that might once have been considered the 'lesser' offering in the line-up are reaching new heights of competency and appeal, with greater performance, refinement and economy than ever. BMW's own 320d is a case in point, having won our five-star recommendation last year.

Bearing all this in mind, the 330d needs to stand out as a truly well-rounded, alluring diesel flagship more plainly than ever. Can it? We allowed it to answer that question with the time-honoured joker of an added-practicality, extended-roofline Touring body thrown in.

DESIGN AND ENGINEERING

★★★★½

Dimensionally speaking, the switch from saloon to estate has little impact on the 3 Series' overall footprint. The car still measures 4709mm in overall length and width (without mirrors) remains at 1827mm, although the height of our particular model has increased by 3mm to 1445mm.

The more noticeable difference identifies itself when you examine claimed kerb weights. Next to a like-for-like, rear-wheel-drive 320d M Sport saloon, BMW's equivalent estate is some 115kg heavier, tipping the scales at 1640kg. Swap the four-cylinder diesel out of the BMW wagon for our test car's straight six, then add BMW's rear-biased xDrive four-wheel-drive system and an eight-speed automatic gearbox, and that mass figure leaps to a claimed 1760kg. However, with its 59-litre fuel tank brimmed, our 330d test car weighed an even more portly 1922kg on our test scales, with that heft being distributed 47% to the front and 53% rear. Not quite the 50:50 split, although not too far wide of the mark – but hardly the sporting kerb weight many might have expected.

Despite the added bulk the practical estate shape brings, our testers largely agreed that the Touring is the more handsome proposition of the two bodystyles. Whereas the saloon bears a not insignificant resemblance to the sort of car you might expect to spot in a Lexus brochure, particularly from the rear, the 3 Series Touring seems to wear BMW's slightly pernickety new design language a degree more coherently. In terms of its engine, the 330d is both the entry-level six-cylinder 3 Series (sitting below the petrol-powered M340i) and the range-topping diesel. The 3.0-litre B57 engine makes use of the same single, twin-scroll turbocharger configuration you'll find in all other 30d-badged BMWs, and here it produces 262bhp at 4000rpm and 428lb ft between 1750rpm and 2750rpm. An eight-speed ZF →

Range at a glance

ENGINES	POWER	FROM
320i SE	182bhp	£34,065
330i Sport	255bhp	£39,285
M340i xDrive	369bhp	£50,055
320d SE	187bhp	£35,235
318d SE	148bhp	£35,625
320d xDrive SE	187bhp	£38,425
330d Sport	262bhp	£41,565
330d xDrive Sport	262bhp	£43,065

TRANSMISSIONS

6-spd manual
8-spd automatic ■

A fairly expansive line-up, this, and it's likely to grow further over the next few months. For now, though, the 3 Series Touring range starts at the 320i and progresses right up to the M340i xDrive. Interestingly, it's the more powerful 320d – as opposed to the 318d – that represents the entry point for diesel cars, as this is the only model that comes with a manual 'box as standard instead of the pricier eight-speed auto. Trim hierarchy is familiar BMW territory, starting at SE before moving up through Sport, M Sport, M Sport Plus and M Performance.

The 330d arrived in E46 guise in 1999

● The independently opening rear window makes accessing a fully loaded boot a simple undertaking. Should be a staple of all estate cars, really.

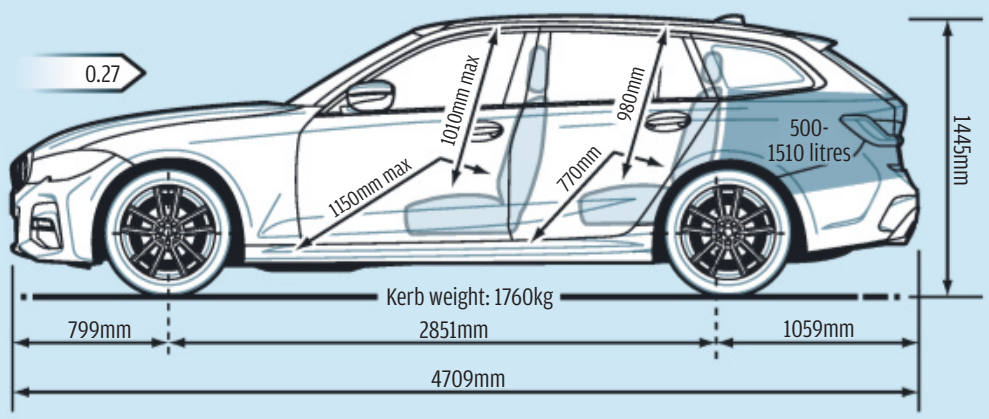
● All 3 Series Touring models get dual tailpipes, with diameters ranging from 80mm to 90mm depending on engine selection. These are blacked out on M Sport Plus Edition models.

● Black 19in alloys won't be to everyone's tastes, but they're standard with M Sport Plus Edition models. We'd go for silver if it were our money.

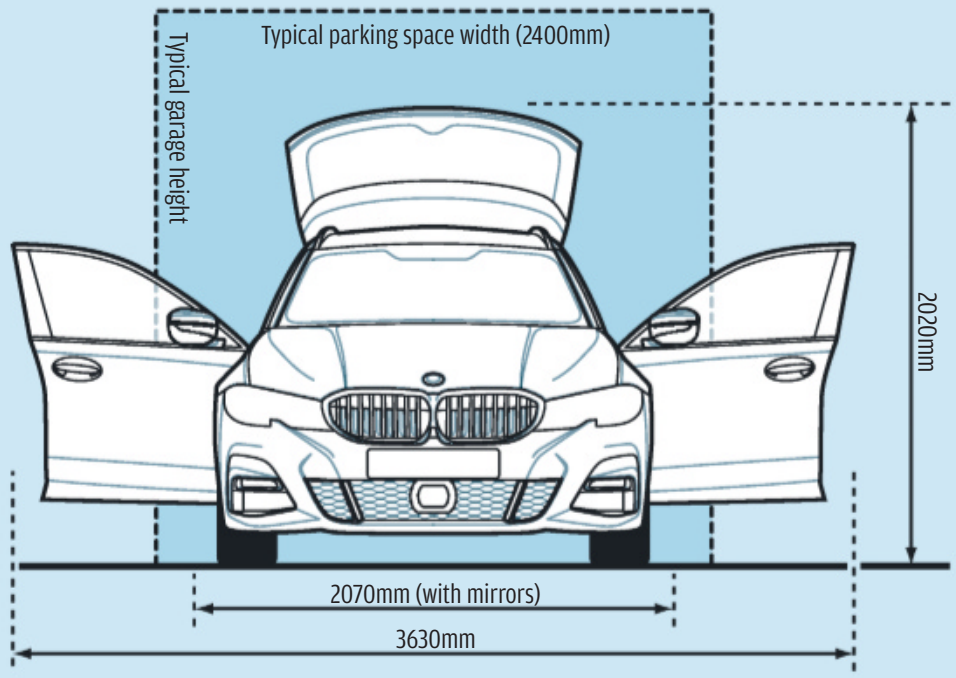
● A rear parking camera, as well as front and rear parking sensors, are standard across the entire 3 Series range.

Weights and measures

DIMENSIONS

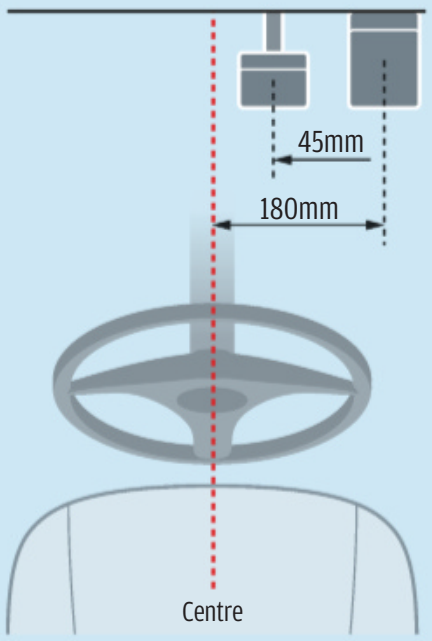


PARKING



WHEEL AND PEDAL ALIGNMENT

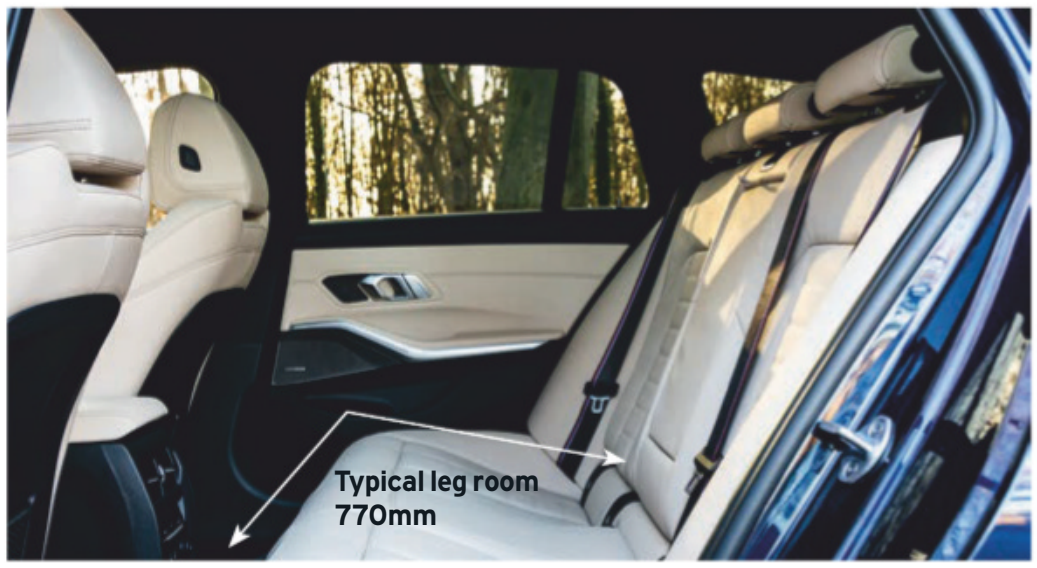
No complaints here. As far as pedal positioning and driving position in general go, the 3 Series is spot on. Loads of adjustment in both steering column and seat.



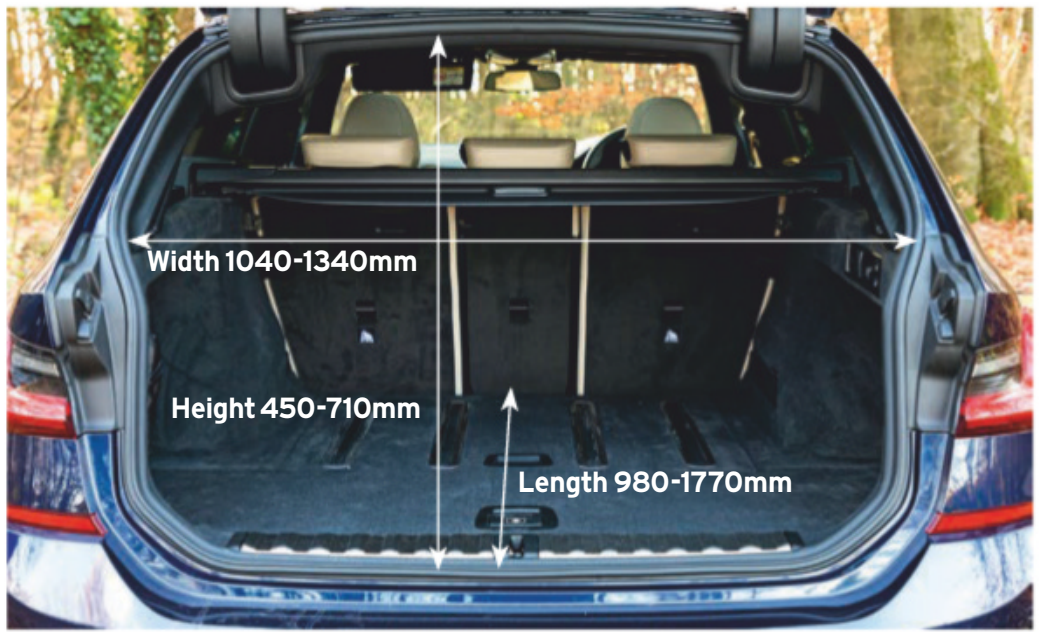
HEADLIGHTS

Adaptive LED headlights are standard. We were unable to test our car's optional laserlight tech and high-beam assist but wider test experience suggests laserlight lamps are very bright and rangy.

● Light leather upholstery and a panoramic sunroof give an impressively airy feel to the cabin. Front seats are impressively supportive, too.



● There's plenty of space in the back for adults. USB ports allow for smartphones and tablets to be charged on the go.



● Boot space is up there with the best in class and accessibility is excellent thanks to the absence of any notable sill. All models get an automatic tailgate as standard.

← automatic transmission marshals this punch to the road, while an electronically controlled, full-locking M Sport rear differential (standard fit on our M Sport Plus Edition test car) pitches in to help sharpen handling and traction.

Like its saloon sibling, the 3 Series Touring continues to employ a suspension configuration consisting of MacPherson struts at the front and a multi-link arrangement at the rear. The estate's anti-roll bars have been stiffened up and the front springs softened a touch to help it cope with its additional mass at the rear, but in other respects the two models are identical.

A passively damped steel coil suspension system comes as standard on Sport versions of the Touring, while M Sport models make use of a separate lowered and stiffened passively damped set-up. Our range-topping M Sport Plus Edition, meanwhile, introduces adaptive M Sport suspension as standard. It also gains uprated M Sport brakes and a variable-ratio M Sport steering system.

INTERIOR

★★★★★

Forward of the luggage compartment, the 3 Series Touring's cabin is identical to that of the saloon. That means you get the same easily identifiable architecture throughout, with its evolution of BMW's cascading dashboard design and the same impressively high standards of material fit and finish. It's not the most opulent or ostentatious cabin in the world, but it's hard not to be taken in by the effortless premium feel. For perceived quality, it blows the cabin of the Alfa Romeo Giulia out of the water, and likewise that of a Jaguar XE – but then so it should, given that prices for top-spec versions of the 330d start north of £45,000.

Still, and in typical BMW fashion, function doesn't take a back seat to form. The scope for adjustability in both the seating position and steering column is truly excellent, although our test car's optional £1900 Premium package, which introduces electronic adjustability for the standard-fit sport seats, is a key player in this regard. The sports seats themselves didn't draw the ire of any of our testers for any perceived lack of comfort or support, while BMW's commitment to retaining a rotary dial for control of the infotainment system improves ease of use greatly when on the move.

Although it would be stretching the truth somewhat to describe the spaciousness of the 3 Series' second row as a particular selling point, rear passenger space is nonetheless competitive. With the front seats positioned for a taller driver, those in the back won't find their knees come into too close proximity to the seatbacks. Head room is good, too, although adults will want to do their best to avoid having to sit in the less accommodating middle chair.

With a seats-up luggage capacity of 500 litres, boot space is strong if not quite class leading. The Volvo V60 outdoes the BMW by 29 litres, but both outgun the Mercedes-Benz C-Class Estate and Audi S4 Avant (460 litres and 420 litres →

● Harman Kardon stereo comes as part of the £1900 Technology package. It's not the standout feature of the bundle, but the sound quality is nonetheless good.

● Steering wheel controls are all large and easy to read. Heated steering wheel is included in the £890 Comfort package.

● Instrument binnacle can show variously artist info, trip computer info and g-force readings. It's controlled via a button on the indicator stalk.

Multimedia system ★★★★☆

BMW's latest 10.25in Live Cockpit Professional infotainment system comes as standard on M Sport models and above, with the lower-grade Sport cars featuring an 8.8in display. For the sophistication of its graphics and the slick manner in which it operates, this is easily one of the best systems out there.

Standard features include satellite navigation, DAB radio and Bluetooth connectivity. BMW's Connected Package Plus also includes Apple CarPlay, although strangely we couldn't get this feature to work on our test car. The optional Technology package introduces an excellent head-up display and wireless smartphone charger, among other features, and is well worth its £1900 asking price.

BMW's new digital instrument binnacle is clear and easy to read, although none of our testers was a huge fan of the hexagonally shaped dials. A very basic level of configurability was a bit of a let-down, too.

> The 330d's engine straddles the fine line between sporting performance and real-world usability

respectively) by an even greater margin. As before, the 3 Series Touring has a particular selling point: the rear window can be opened independently of the tailgate for quick access. With the rear bench collapsed, which can be done with a touch of a button in the boot wall, the cargo hold increases to 1510 litres – larger, even, than that of the Volvo.

PERFORMANCE

★★★★½

In the 330d, BMW's B57 engine straddles the fine line between sporting performance and real-world usability with such impressive poise that it's easy to lament the tax-motivated move away from powerful diesel engines in cars such as these.

Its performance on a cold, wet day on Millbrook's mile straight helped prove its effectiveness. With BMW's xDrive four-wheel drive system all but rendering wheelspin off the line non-existent, the 330d hit 60mph from rest in just 5.5sec before reaching 100mph in 14.5sec. Bearing in mind the conditions, as well as the fact that our test car was fully fuelled, BMW's claimed 0-62mph time of 5.5sec seems entirely believable.

In-gear performance and flexibility are equally mighty, with proceedings becoming faintly strained only once the engine spins past 4000rpm. The manner in which the bulk of torque comes on tap is easily manageable, too. The BMW might not surge forward with quite the level of explosiveness of an Audi S4 TDI, but its slightly more laid-back swell of force serves to make it seem more drivable. That said, a marginally more responsive accelerator pedal, particularly when stepping off the mark, would be welcomed.

The engine's muscular, bassy growl is by no means a match for the six- or eight-cylinder petrol engines you find elsewhere in BMW's own four-door line-up or the wider class in general, but the noise it emits under load has an appeal all of its own. In addition to sounding better, those aforementioned petrol saloons will also go a little faster than the 330d, but how many could get close to matching its 42mpg fuel economy test average, or its 52.6mpg touring economy result? Volvo's plug-in hybrid S60 T8 Polestar Engineered option would get closer than most, but even that car couldn't better 40mpg on our touring economy test.

For all the praise, however, the report card for the 330d's powertrain isn't completely blemish free. The eight-speed gearbox can demonstrate a mildly frustrating hesitance when asked to kick down in Comfort mode, although generally it executes shifts in a slick enough fashion. It can also feel a touch too eager to engage when moving away from a standstill, resulting in a slightly more forceful step-off than is entirely comfortable if you're hasty with your right foot.

HANDLING AND STABILITY

★★★★½

This 3 Series Touring's slightly heftier kerb weight does affect the state of play here a little compared with the high dynamic standard set by the 320d last year, but the consequences that arise from the car's additional mass are minor.

The most notable difference is born out of Munich's decision to soften off the car's front suspension to account for the extra mass at the rear. This results in the 3 Series Touring not feeling quite as immediately fleet-footed or incisive as its saloon counterpart when tipped in to a bend, although our testers all agreed that its position at the top of the class's food chain for handling prowess easily remains unchallenged. Next to the likes of the S4 Avant or V60 T8 Twin Engine, the BMW still stands out as the keen driver's choice.

That said, its variable-ratio sports

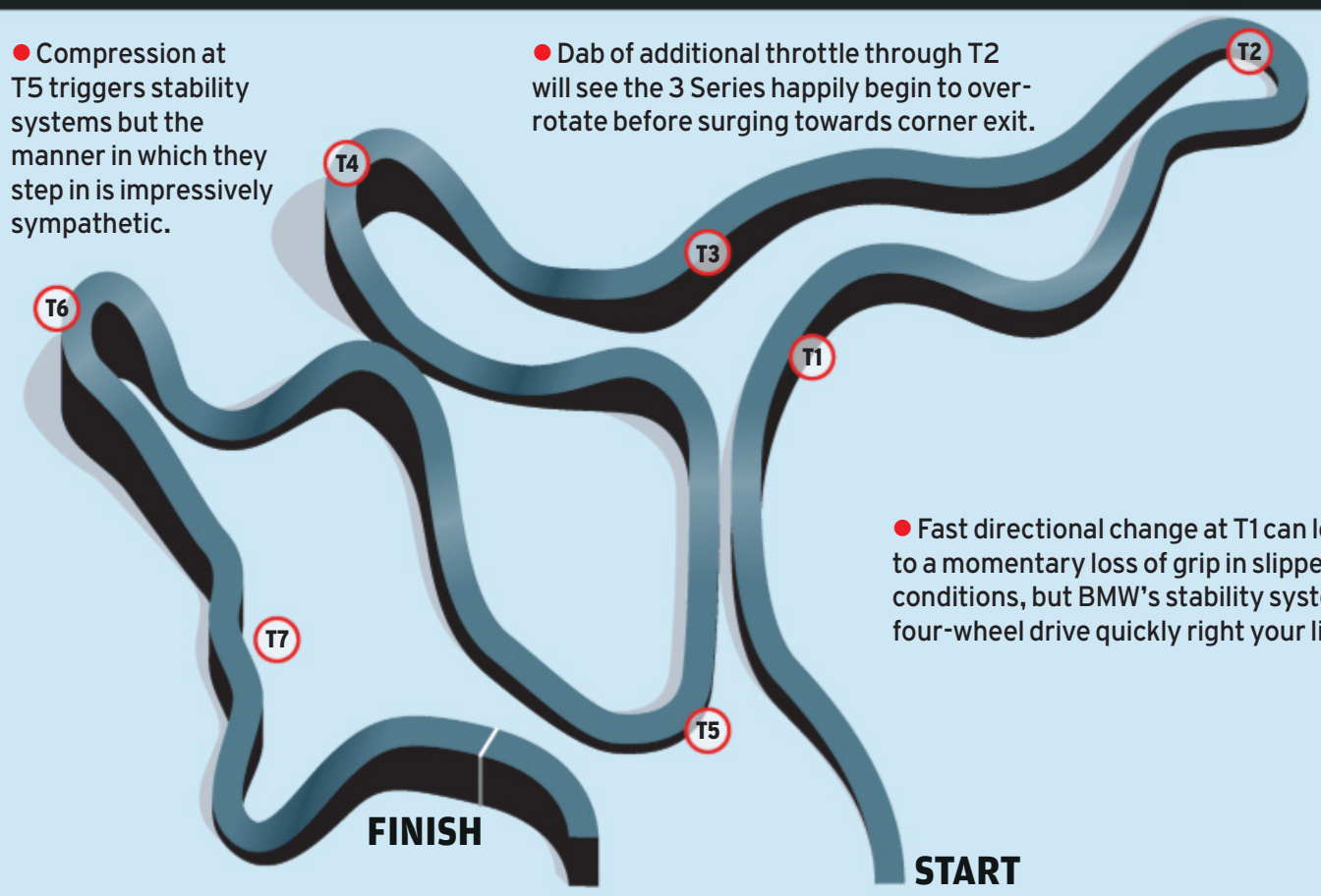
● Compared with the saloon, the Touring's marginally softer front end takes the edge off the steering's incisiveness, but it's otherwise a well-balanced, responsive package

Track notes

Few cars in this class deal with Millbrook's Hill Route as impressively as the 3 Series Touring. With its dampers firmed up, the 330d Touring exhibits exceptional body control and poise, while the direct, accurate steering makes the process of nosing in to an apex at speed a predictable and enjoyable undertaking.

Traction levels are generally good courtesy of the xDrive four-wheel drive system, although with the stability systems reduced, the BMW will happily adopt a fair amount of attitude through sharper bends. Such moments of oversteer arrive in a predictable, readable fashion, however, and its front axle gracefully steps in to pull you out of a corner's exit before things become too lairy.

Meanwhile, the course's more gruelling ascents are dispatched with ease owing to the engine's effortless torque, and manual gearshifts are executed in a snappy fashion.



steering isn't particularly feelsome. But the predictable manner in which its weight and responsiveness increase as you wind on lock is quick to impart a rock-solid sense of intuitive confidence in the car's impressively balanced chassis as you flow it down a fast B-road. Body control, meanwhile, is very good, although the fact that there's simply more mass to contain does remain on the fringes of your perception.

Grip and traction levels are also excellent, and even though our test car made use of BMW's xDrive system, it remained distinctly rear biased in the manner in which it behaved in bends. With the M Sport differential, you can feel the rear axle helping rotate the chassis through bends under power, and although that xDrive chassis might not be quite as willing to waggle its tail as its purely rear-driven counterparts, the additional security proffered by the driven front axle is welcome in inclement conditions. Make no mistake: the balance struck here between dynamic poise, driver engagement and inherent handling security is exceptional.

COMFORT AND ISOLATION

★★★★☆

Nevertheless, a trade-off has been made in order to imbue the 3 Series Touring with its heightened level of agility. With its adaptive dampers set to Comfort, it immediately feels more compliant and forgiving than its passively damped M Sport siblings. However, next to the likes of a C-Class, the BMW's rolling refinement leaves something to be desired.

This, of course, will be the result of a conscious decision to engineer a more sprightly character into the 3 Series than any lack of tuning ability at BMW. It's a question of the sporting priorities that the car represents – and many owners will therefore embrace it. But the fact remains that the 3 Series Touring's low-speed ride is characterised by a mild restlessness and punctuated by relatively frequent thumps and bumps from many surface imperfections. The car's dampers smartly round off the sharper edges of such impacts, so that while they remain relatively constant around town, they never become coarse or wearing.

Move to open-road speeds and things settle down nicely. The primary ride on undulating surfaces is fluid yet purposefully assertive and controlled, while cabin isolation is improved. At a sustained 70mph cruise, our microphone produced a reading of just 65dB. Next to the 70dB effort of the S4 we road tested late last year, the BMW is comparatively church-like. Still, that's not to say the 3 Series is totally immune from road roar or wind noise, but its ability to mitigate these sources of fatigue is impressive enough to ensure it's a competent and comfortable long-distance tourer.

BUYING AND OWNING

★★★★☆

The 330d Touring isn't cheap. The least expensive, rear-drive Sport starts at £41,565 (nearly £5000 more than a 320d Sport) and the 330d range moves up to £48,035 for our xDrive M Sport Plus Edition. Even then, options make it easy to push that price up even further. With all of its extras, our car came in at £56,305. Not long ago, that sort of sum would have bought you an M3. Even so, the BMW is cheaper than a V60 T8 Twin Engine R-Design Plus (£50,905) and an S4 TDI Avant (£49,400).

An individual who falls into the 40% income tax bracket will part with £6938 in tax annually to run the BMW as a company car, versus just £3254 for the plug-in hybrid V60. A 320d M Sport Plus Edition Touring, meanwhile, will cost that same person £5463, assuming neither car is run in 'opt-out' company-car-by-proxy circumstances. →

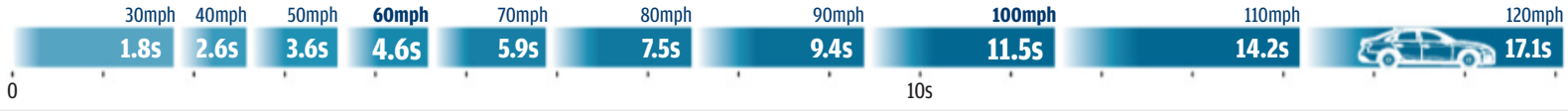
ACCELERATION

BMW 330d xDrive M Sport Plus Edition Touring (11.5deg C, damp)

Standing quarter mile 14.1sec at 98.7mph, standing km na, 30-70mph 5.2sec, 30-70mph in fourth 5.8sec

Audi S4 TDI Saloon (2019, 23deg C, dry)

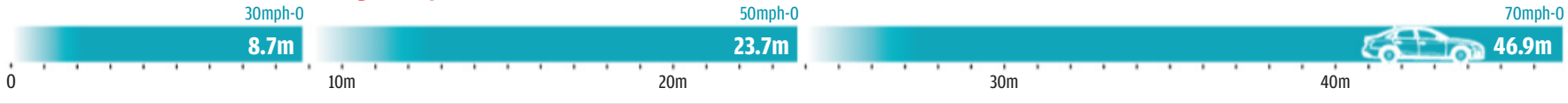
Standing quarter mile 13.2sec at 107mph, standing km 24.0sec at 137.5mph, 30-70mph 4.1sec, 30-70mph in fourth 5.2sec



BRAKING 60-0mph: 3.31sec

BMW 330d xDrive M Sport Plus Edition Touring (11.5deg C, damp)

Audi S4 TDI Saloon (2019, 23deg C, dry)



Data log

BMW 330D XDRIVE M SPORT PLUS EDITION TOURING

On-the-road price	£48,035
Price as tested	£56,305
Value after 3yrs/36k miles	£18,875
Contract hire pcm	£652.80
Cost per mile	95 pence
Insurance	39/£983

TYPICAL PCP QUOTE

Three years/30,000 miles £699.02

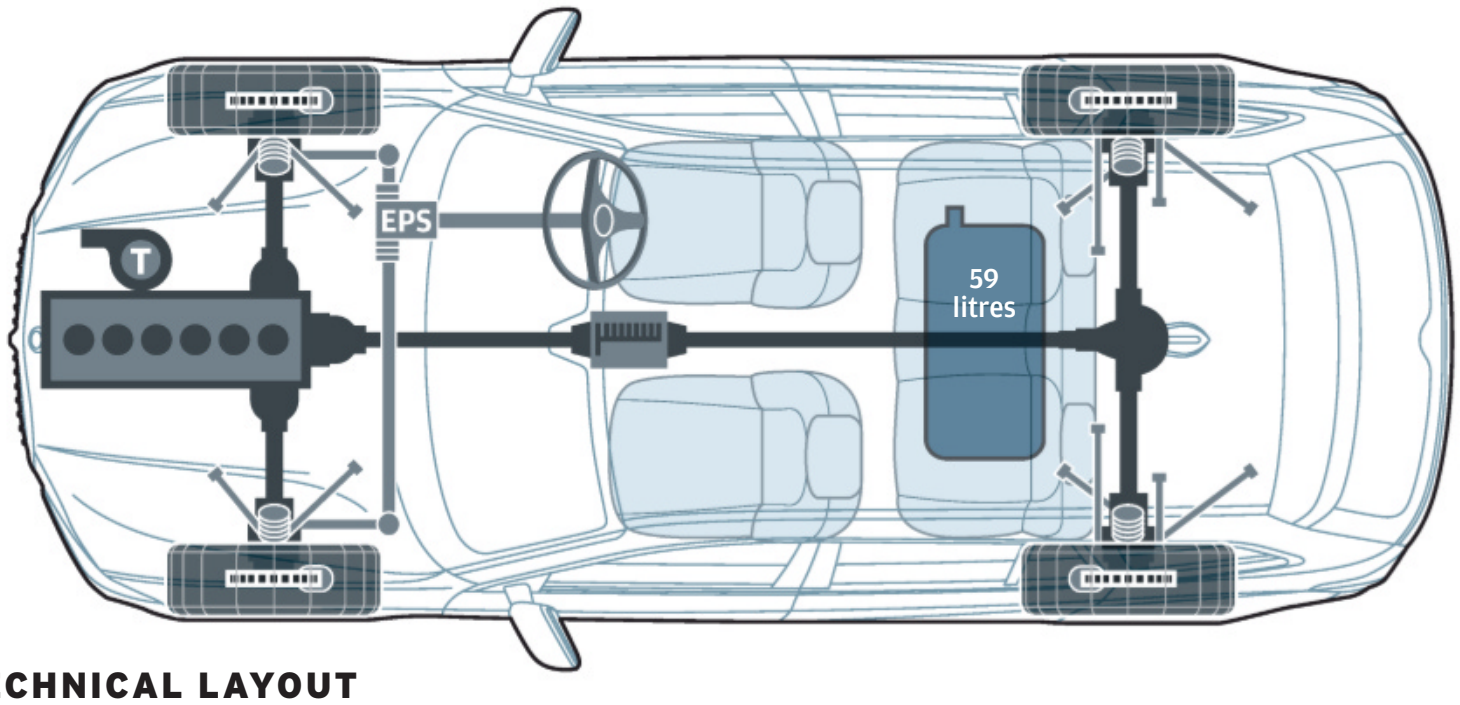
With a £4439.85 deposit, BMW will give you a 330d xDrive M Sport Plus Edition Touring on the above terms for just under £700 per month. Optional final payout will stand at £19,817.95. APR at 4.9%, excess mileage charged at 11.37 pence per month (excluding VAT).

EQUIPMENT CHECKLIST

19in alloy wheels in Jet Black	■
Adaptive M suspension	■
M Sport braking system	■
M Sport differential	■
Sun protection glass	■
Variable Sport steering	■
Vernasca leather upholstery	■
Sport seats	■
M steering wheel	■
M aerodynamic bodystyling	■
Tanzanite Blue metallic paint	■
10.25in touchscreen infotainment including sat-nav, Bluetooth and DAB	■
Technology package	**£1900**
Premium package	**£1900**
Visibility package	**£1500**
Comfort package	**£890**
Electrically folding towbar	**£850**
Parking Assistant Plus	**£650**
Instrument Panel in Sensatec	**£500**

Options in **bold** fitted to test car

■ = Standard na = not available



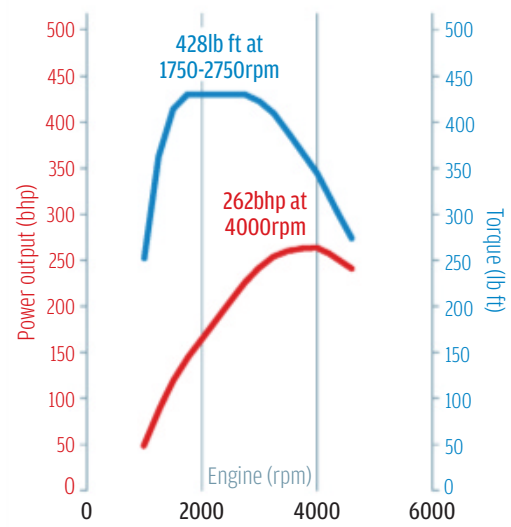
TECHNICAL LAYOUT

The foundation for the G20-generation 3 Series Touring is BMW's Cluster Architecture platform that, in this guise, is capable of housing longways four- and six-cylinder petrol and diesel engines. The 3.0-litre straight-six diesel is paired with an eight-speed automatic 'box. Suspension is by way of MacPherson struts and multi-link. Our 330d Touring test car weighed in at 1922kg.

ENGINE

Installation	Front, longitudinal, four-wheel drive
Type	6 cyls in line, 2993cc, turbocharged, diesel
Made of	Aluminium block and head
Bore/stroke	84.0mm/90.0mm
Compression ratio	16.5:1
Valve gear	4 per cyl
Power	262bhp at 4000rpm
Torque	428lb ft at 1750-2750rpm
Redline	5400rpm
Power to weight	149bhp per tonne
Torque to weight	243lb ft per tonne
Specific output	88bhp per litre

POWER & TORQUE



ECONOMY

TEST MPG	**Track**	20.9mpg
	Touring	52.6mpg
	Average	42.0mpg
CLAIMED	**Low**	32.5-33.2mpg
	Mid	40.9-42.2mpg
	High	48.7-49.6mpg
	Extra-high	44.1-45.6mpg
	Combined	42.8-43.5mpg
	Tank size	59 litres
	Test range	545 miles

EMISSIONS & TAX

CO_2 emissions	142g/km (NEDC eq)
Tax at 20/40% pcm	£289/£578

CHASSIS & BODY

Construction	Steel and aluminium monocoque
Weight /as tested	1760kg/1922kg
Drag coefficient	0.27
Wheels	8Jx19in (f), 8.5Jx19in (r)
Tyres	225/40 R19 93Y (f), 255/35 R19 96Y (r), Bridgestone Turanza T005
Spare	None

TRANSMISSION

Type 8-spd automatic

Ratios/mph per 1000rpm

1st 5.50/5.7 **2nd** 3.52/8.9 **3rd** 2.20/14.2 **4th** 1.72/18.2 **5th** 1.32/23.8 **6th** 1.00/31.8 **7th** 0.82/38.1 **8th** 0.64/48.9

Final drive ratio 2.471:1

SUSPENSION

Front MacPherson struts, coil springs, anti-roll bar

Rear Multi-link, coil springs, anti-roll bar

BRAKES

Front 348mm ventilated discs

Rear 345mm ventilated discs

Anti-lock Standard, with brake assist

Handbrake type Automatic, switch

Handbrake location Centre console

STEERING

Type	Electromechanical, rack and pinion
Turns lock to lock	2.25
Turning circle	12.0m

SAFETY

ABS, DSC, DTC, CBC, DBC, Fading Compensation

Euro NCAP crash rating 5 stars

Adult occupant 97% **Child occupant** 87%

Vulnerable road users 87% **Safety assist** 76%

CABIN NOISE

Idle 49dB **Max rpm in 4th gear** 75dB

30mph 58dB **50mph** 62dB **70mph** 65dB

ACCELERATION

MPH	TIME (sec)
0-30	1.9
0-40	2.9
0-50	4.0
0-60	5.5
0-70	7.1
0-80	9.1
0-90	11.4
0-100	14.5
0-110	17.8
0-120	22.0
0-130	–
0-140	–
0-150	–
0-160	–

ACCELERATION IN GEAR

mph	2nd	3rd	4th	5th	6th	7th	8th
20-40	1.7	2.5	–	–	–	–	–
30-50	–	2.2	2.7	4.0	–	–	–
40-60	–	2.5	2.8	3.7	5.1	–	–
50-70	–	3.3	3.1	3.7	5.0	6.7	12.7
60-80	–	–	3.6	4.0	5.1	6.5	10.4
70-90	–	–	5.0	4.4	5.3	6.8	10.3
80-100	–	–	–	5.2	5.7	7.2	10.9
90-110	–	–	–	6.7	6.5	7.9	–
100-120	–	–	–	10.8	7.4	–	–
120-140	–	–	–	–	9.3	–	–
140-160	–	–	–	–	–	–	–
160-180	–	–	–	–	–	–	–
180-200	–	–	–	–	–	–	–

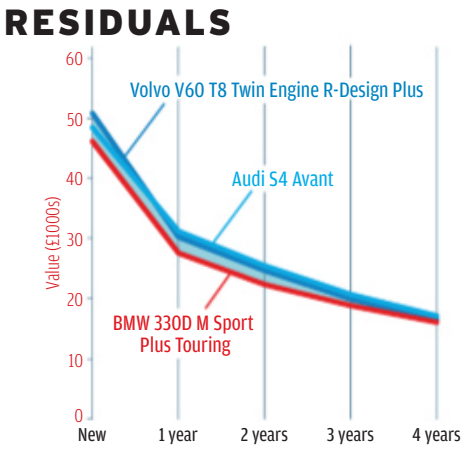
MAX SPEEDS IN GEAR

1	**31mph** 5400rpm
2	**48mph** 5400rpm
3	**77mph** 5400rpm
4	**98mph** 5400rpm
5	**128mph** 5400rpm
6	**155mph** 4948rpm
7	**155mph** 4072rpm
8	**155mph*** 3167rpm

* claimed

RPM in 8th at 70/80mph = 1430/1634

RESIDUALS



● BMW 330d Touring just outperformed by six-cylinder diesel S4, while plug-in hybrid V60 trails a little behind.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2020, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the 3 Series Touring, contact BMW Group UK Customer Services, Summit One, Summit Avenue, Farnborough, Hampshire GU14 0FB (0370 505 0160, bmw.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

AUTOCAR ROAD TEST No 5456

Read all of our road tests autocar.co.uk

Powerful, classy and great to drive – but with a price to match

The temptation to award the 330d Touring five stars was difficult to resist. The refinement and performance of its six-cylinder powertrain make it a worthy diesel flagship; it handles very nearly as well and enjoyably as any 3 Series saloon; and it's one of the more practical estates in its segment. That it can also average 42mpg without really trying and has a materially appealing, ergonomically sound cabin only amplify just how desirable and well rounded a machine it is.

However, there is a hefty price to pay for such excellence these days. Stricter emissions-based company car taxation means the car is now nearly twice as dear to tax as its predecessor was in 2012. And given the exceptional competence of the current 320d Touring models, that greater premium now seems harder to justify.

For those who can afford it, the 330d remains an open and shut case. After all, you'll be buying what is probably the most multi-talented 3 Series – and therefore the most multi-talented compact exec – currently on sale. But it's a lamentable shame that current tax rules have come down so hard on such an undeserving target.

Testers' notes

SIMON DAVIS
I've no idea how much longer cars in this class will be available with six-pot diesel motors, but it'll be a sad day indeed when this one is gone. What a magnificent machine.

RICHARD LANE
Touring's boot gets the same rubber anti-slip rails found in the X5. They sit flush with the floor but rise up 3mm when the hatch closes to prevent luggage sliding around.

Spec advice

We'd be tempted to opt for the M Sport Plus package (£2200), if only for the adaptive dampers that it introduces, and the £1900 Technology pack is also worth the money.

Jobs for the facelift

- Make the transmission a touch more responsive in Comfort mode. At present, it's a bit too unwilling to kick down.
- It would be nice to have Apple CarPlay work as seamlessly as it does in other cars, especially now that BMW is including it for no extra cost.

ROAD TEST RIVALS

Verdicts on every new car, p82

BMW 330D XDRIVE M SPORT PLUS EDITION TOURING
Magnificent engine, impressive practicality and excellent handling marred only by asking price and emissions rules.
★★★★½

JAGUAR XF D240 AWD R-SPORT SPORTBRAKE
Four-pot diesel can't match BMW for performance, but larger XF handles sweetly and is even more practical.
★★★★☆

VOLVO V60 T8 TWIN ENGINE R-DESIGN PLUS
Reasonable dynamism and emissions-friendly powertrain wrapped up in a handsome and practical exterior.
★★★½☆

MERCEDES C300DE EQ POWER AMG LINE EDITION ESTATE
No UK drive of it yet, but diesel-electric powertrain makes a lot of sense. Greater focus on comfort than dynamism.
★★★½☆

AUDI S4 TDI QUATTRO AVANT
Impressively quick but lacks the handling character and panache of the BMW. Not quite as practical as the other estates on this list, either.
★★★☆☆

	1	2	3	4	5
	BMW 330D XDRIVE M SPORT PLUS EDITION TOURING	JAGUAR XF D240 AWD R-SPORT SPORTBRAKE	VOLVO V60 T8 TWIN ENGINE R-DESIGN PLUS	MERCEDES C300DE EQ POWER AMG LINE EDITION ESTATE	AUDI S4 TDI QUATTRO AVANT
Price	£48,035	£47,235	£50,905	£45,710	£49,400
Power, torque	262bhp, 428lb ft	237bhp, 369lb ft	385bhp, 295lb ft	302bhp, 561lb ft	342bhp, 516lb ft
0-62mph, top speed	5.5sec, 155mph	7.0sec, 150mph	4.9sec, 155mph	5.7sec, 155mph	4.9sec, 155mph
CO_2, economy	142g/km, 42.8-43.5mpg	151-161g/km, 37.8-41.5mpg	42g/km, 113.0-166.1mpg	39g/km, 176.6-217.3mpg	163g/km, 39.8mpg

THE RECOVERY VEHICLE

The DBX is a subtly different take on the luxury super-SUV and could prove to be Aston Martin's salvation. **Matt Saunders** heads to Wales to drive a prototype

PHOTOGRAPHY LUC LACEY

> This car might well change opinions about how objectionable big, powerful SUVs must be

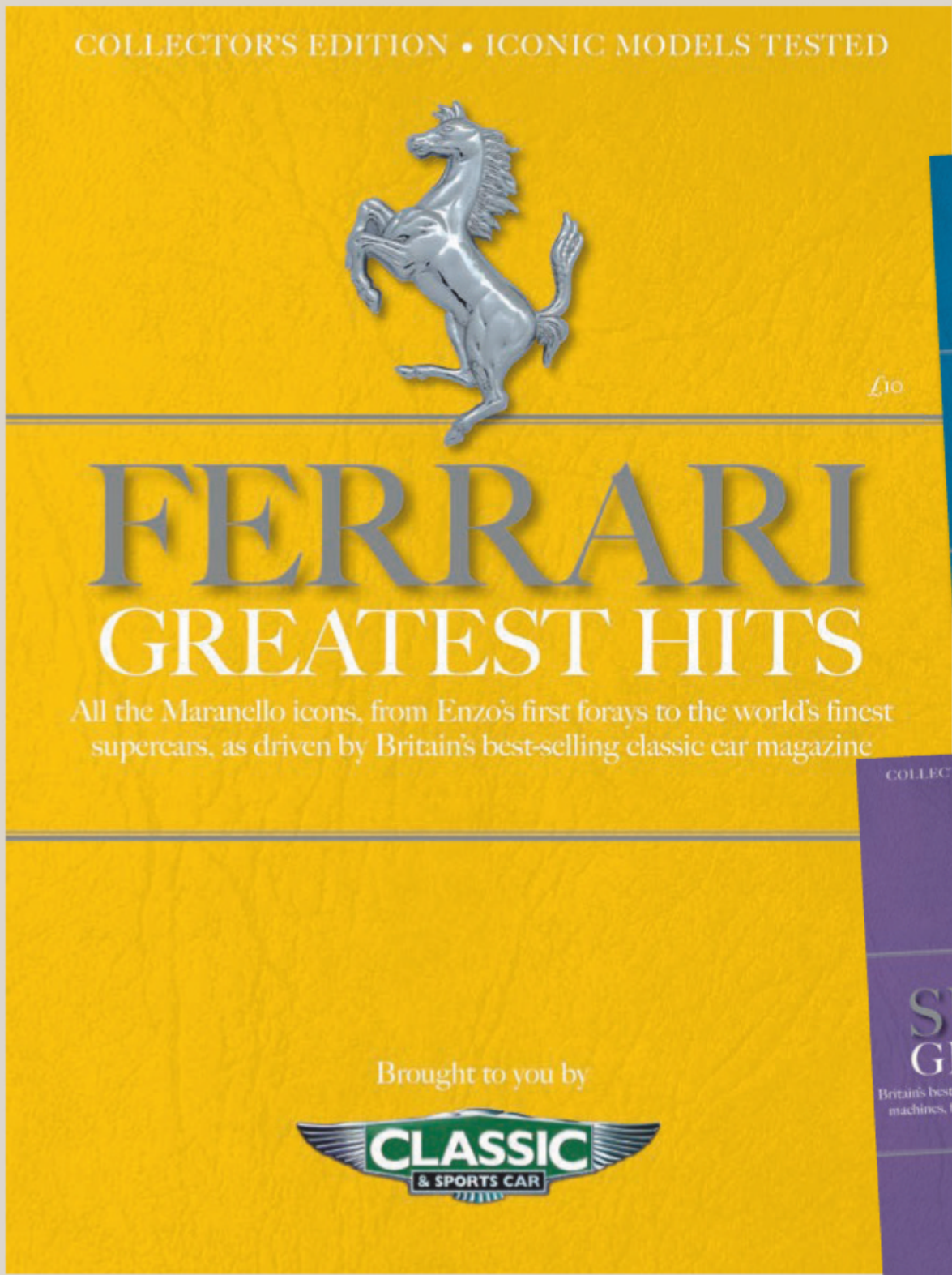
The past 15 months have been challenging for Aston Martin Lagonda Global Holdings plc, ever since the company took its 'Second Century' business expansion plan public on the London Stock Exchange. I'd imagine a stock market analyst would probably choose a word other than 'challenging' to describe it, in fact; one preceded, perhaps, with an even more colourful term beginning with the letter 'b' or 'f'.

The truth is, Aston's stocks have yet to really become buoyant at all. They've been taking on water steadily since an ambitious debut at £19 per share in October 2018. They rallied briefly over Christmas but sat at a new low of £3.86 apiece as these words were written. Although a change in ownership structure is rumoured to be imminent, the floatation experiment must now be weighing on the company's balance sheet like a 20-stone life preserver resting not so lightly around the neck.

Conveniently, the car that may be the company's saviour is almost ready to enter the fray – and how urgently it is needed. The DBX is the new, big second-century Aston. A four-door, 542bhp super-SUV of a currently contentious kind, it's not likely to be welcomed by critics and commentators across the board – although, by my reckoning, it probably should be. And few at Gaydon will care in any case, as long as it reproduces even a proportion of the commercial success of the Lamborghini Urus, Bentley Bentayga or Porsche Cayenne and becomes the stabilising and transformative influence on which CEO Andy Palmer and his team are quietly but squarely depending.

The DBX, however, is not a car that seems so fundamentally similar to those polarising fast and expensive 4x4s in the metal. Aston Martin invited us to its new factory in St Athan, south Wales, for a first drive of a mid-stage production prototype in a low-profile-keeping dark colour and with some very light disguise. The sight of it quickly confirmed that this car might very well change at least some opinions about how excessive and objectionable big, powerful, exotically positioned SUVs must necessarily be.

It's just over five metres long – longer, therefore, than a Cayenne or a Range Rover Sport, but shorter than a Bentayga or an Urus. But because it is longer of wheelbase and lower-roofed than many of its SUV rivals, it doesn't look its size, somehow, being also rakish and tapering and with a relatively low bonnet height. I'd risk putting it on record, in fact, that it's much closer to compact and elegant-looking than ever I thought a car like this might get. It's also not overwrought or aggressive-looking at all. While I appreciate that recording as much will open me up →



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There will be two alloy wheel choices at launch, both 22in rims. The standard design is apparently a couple of kilos lighter per corner than the option and makes for a better secondary ride.

St Athan plant will produce the DBX

Example driven is a mid-stage prototype

The DBX's 500mm wade depth is unlikely to be tested regularly

← to ridicule by a great many people who haven't laid eyes on the car, to my eyes the DBX looks like a handsome, modern Aston – and, considering its necessary size and proportions, that's quite something.

Under the aluminium and composite body panels it's built around an all-new aluminium 'platform' chassis, the cost of which (combined with that of establishing the factory in which to build it) has made the car an unusually sizeable investment. It carries over very little from Aston's wider model range, powered instead by a 4.0-litre turbo V8 sourced from Mercedes-AMG but not quite the same one that you'll find in the Vantage and DB11. It is in effect the same motor that appears in a Mercedes-AMG E63 S super-saloon, and it comes packaged with the same 'active' four-wheel drive system and torque-vectoring rear differential as that car uses.

Where its driveline make-up differs from that of the hot E-Class is the gearbox: where the Merc uses a seven-speed multi-clutch gearbox for faster shifts and greater outright torque capacity (and other modern Astons use a ZF eight-speed auto, of course), the DBX uses Mercedes' nine-speed torque-converter automatic 'box for smoother changes. And, importantly, so Aston could engineer in the near-three-tonne towing capacity and the low-speed torque multiplication that it knew some DBX owners would want. Using the nine-speed 'box also meant Aston had to limit engine torque to a peak of 516lb ft. But with an updated gearbox of greater torque capacity apparently in the pipeline, and given that we already know how much more torque that engine can produce, there may well be more grunt to come in the not too distant future.

Suspension is via four-chamber air suspension that can be adjusted for both spring rate and ride height, with adaptive Bilstein dampers and 'roll-cancelling' active anti-roll bars running via the 48V electrical architecture. Two out of those three technologies have never been adopted by any Aston Martin before, but they're pretty standard fare among the cars with which the DBX must compete – and so Aston Martin development guru Matt Becker and his team decided early on that the car would have 'em. Ride height can be adjusted through almost 100mm of travel in total.

What the DBX doesn't have, interestingly, is four-wheel steering – and not by chance, as Becker explains from the passenger seat during our test drive. "We've 'protected' four-wheel steering for →

HOW DOES THE DBX DEAL WITH GRAVEL, MUD, ROCKS AND WATER?

Walters Arena, near Merthyr Tydfil, granted a chance to find out how the DBX might handle wet gravel, mud and rocks – and some deep standing water. Much as few owners of a £160,000 car would ever be likely to discover with their own purchases, it handles all very capably indeed.

The car's air suspension and active anti-roll bars are apparently key in producing the chassis' ability to stay level and to rotate into corners when you select Sport+ driving mode. So explains Matt Becker as you approach a wide gravel bend in third gear, then throw the car's nose into the apex on a trailing throttle and feel the rear pivot benignly wide as its rear-axle roll stiffness peaks. The car's mid-corner handling adjustability is better off the throttle than on it; the driveline allows you to maintain a neutral attitude easily but will more often pull the car straight with lots of power than allow you greater slip angle. Still, it's huge fun to slide about in it.

At much lower speeds some wading is possible (max depth is 500mm), while the DBX will crawl over smaller rocks easily enough, although its off-road modes could provide a more progressive throttle pedal map.

On 22in wheels and mid-range all-season tyres (both performance and winter tyres will also be available), there was enough traction on mud for fairly steep climbs and descents, with standard-fit electronic Hill Descent Control helping on the latter. Outright off-road capability clearly isn't what the DBX is about – and more clearly still, it needn't be. What owners are likely to ask of it, however, it seems quite ready to cope with.

DBX's air suspension and active anti-roll are key to low-grip control

> “Performance is very serious but not brutal or savage, just as the 4.5sec 0-62mph time suggests”

Becker (right) is DBX’s development guru

← the car, so we can use it later if we feel it’s necessary,” says Becker. “I appreciate what it can do for a car like this on low-speed agility and outright lateral grip. But, honestly, I just don’t like the effect it can have on steering and cornering behaviour. Too often I find myself having to ‘steer’ cars that have four-wheel steering several times on the way around a corner, because they can be over-responsive and a bit unpredictable generally. And we really wanted the DBX to feel natural, intuitive, easy to place.”

It’s not a stretch up to get into the DBX, and neither is it a car most will need to duck to enter. You sit more recumbently than in most SUVs and feel more enclosed because of the high windowline, the slim glasshouse and the fairly ‘fast’ windscreen angle – but also because door panels wrap reasonably closely around your outboard elbow.

The rich, enveloping cabin has a more cosy feel than you’re expecting, then, but it’s also usefully roomy. There’s plenty room for bigger adults in the back, while Aston claims 632 litres of boot space. It’s certainly a cargo bay of a very good size and looks like it ought to swallow bulky objects such as pushchairs, golf bags and dog boxes with space to spare. There will be more practical SUVs, I dare say, but the DBX ought to do well for people who’ve been waiting for a genuinely usable, comfortable and versatile four-seater Aston Martin.

Despite its only medium-high hip point and rakish screen, the car offers good forward visibility thanks to its lowish scuttle – and because you can see the front corners of bodywork directly above the front wheels, it’s easy to judge the car’s size on the road and it doesn’t feel any larger than it needs to.

When you’re using the car’s most laid-back and comfortable GT driving mode, you’d characterise the ride and handling in similar terms to those of the last four-door GT that Aston made, the likeable Rapide S. The DBX is very comfortable and reasonably well isolated, even on its 22in rims. The difference from the Rapide experience here, of course, is that everything happens at a foot of greater altitude from the surface of the road.

There is no doubt that, despite its greater bulk and raised body profile,

Sport+ mode gives adjustability and agility in the rough

The driving position is cocooned and laid back for a large SUV

WE DRIVE THE DBX PROTOTYPE IN OMAN

So after Wales in the rain, then, the less relevant – but more amusing – question of how well the DBX deals with the desert of Oman. I got to fly out in December to experience a same-generation prototype to the one we drove in the UK, on a route that included more than 100km of gravel and dirt.

On Tarmac the DBX's native rearward torque bias only becomes obvious under faster progress, but on the loose it is always heavily evident. Even in the car's default GT mode it is clear that most effort is heading to the back axle, with the electronically controlled biasing differential then helping the car to turn by overspeeding the outside wheel. The upshot on longer, faster corners is a modest but discernible yaw angle that the car both achieves and seems to hold all by itself.

Of course, that's just where the bidding starts, with the more aggressive Sport and Sport+ dynamic modes increasing both the car's natural angle of attack and the intervention threshold of the stability control system. But even with this switched fully off – at Matt Becker's suggestion – the DBX stayed both stable and adjustable on sweeping gravel corners, although the suddenness with which the AMG V8's torque peak arrives required some respectful throttle technique.

While all this was huge fun, the DBX's suspension impressed more. The combination of speed and big bumps is one that few road cars can comfortably deal with – a point made by the heaving ride of Aston's Toyota Land Cruiser support vehicle as it followed behind. Yet the DBX's combination of generous suspension travel and pillowy air springs enabled it to digest rough surfaces amazingly well, taking without effort ruts that would get me bracing for impact, while the active anti-roll system can be felt working on slippery surfaces (the extent to which it cancels lean was immediately obvious when the prototype's system briefly failed, turning the Aston's speedboat impression into one of a bulk carrier).

The DBX is impressively composed and capable on rough, loose surfaces

Most DBXs will stick resolutely to Tarmac

Adjustable ride height is another of the air suspension's neat tricks. I didn't do any serious rock scrambling, but the ability to add up to 45mm to ride height in Terrain+ adds reassurance when manoeuvring over sharp rocks, should the need arise.

Becker cheerfully admits that the DBX is better off road than his team expected it to be: "We aimed for Allroad and we got a Cayenne." Few owners are likely to take it far from Tarmac, but there's an undoubted reassurance in knowing it is capable of so much more.

MIKE DUFF

Amid all of the DBX's rivals, Aston's development team considered the Lamborghini Urus the benchmark for grip and handling dynamism, and the Porsche Cayenne for ride comfort.

the DBX becomes tauter, quicker and more agile than the Rapide ever was when put into its Sport and Sport+ modes. Do so and it squats over its wheels, gathers its powers of body control and responsiveness and takes on a convincing sporting purpose. That's perhaps the most meaningful dynamic compliment I can pay the car and the team behind it; that it develops and improves the capacities of the four-door Aston at once to perform, to engage, to handle and simply to comfortably and agreeably transport, in apparently opposite dimensions all at the same time.

Performance is very serious indeed and nicely flexible throughout the rev range, but not brutal or savage like you'll find in an Urus at full cry – just as the DBX's 4.5sec 0-62mph claim would suggest. Aston wanted the car to be class-leading for handling balance and steering, as Becker said, and was content for it to be 'among the best' for acceleration and ride isolation – and, broadly, that's how it seems. The ride is cushioned and fluent in all but Sport+ mode and over all but the nastiest surfaces, but sharper lumps and bumps in the Tarmac do clunk through into the cockpit just a little.

Steering, however, is natural-feeling, ideally weighted and linear in its pace at all times; handling is ever-predictable and intuitive and secure yet balanced and poised, making the DBX surprisingly composed, controlled and agile for such a big, tall car. It's even more fun on loose off-road surfaces (see separate stories), as some rallycross-style gravel cornering at the Walters Arena very vividly demonstrated.

The Aston Martin DBX makes quite the first impression, then: one of a car that is smaller and more outwardly appealing, sweeter to drive and just a little bit more moderate than expected. One of a super-SUV – and whisper this – that has been carefully considered in both its positioning and its design and configured with just a little judicious willingness to compromise. And what a turn-up that is.

ASTON MARTIN DBX

New big Aston doesn't try to be the biggest, fastest SUV on the block, and is all the better for it

Price	£158,000
On sale	April
Engine	V8, 3982cc, twin-turbocharged, petrol
Power	542bhp at 6500rpm
Torque	516lb ft at 2200-5000rpm
Gearbox	9-spd automatic
Kerb weight	2245kg
0-62mph	4.5sec
Top speed	181mph
Economy	19.7mpg
CO_2, tax band	WLTP figures tbc

FLEET DREAMS

Be careful what you wish for: **Richard Bremner** is living proof that the dream of owning a car collection can turn into a nightmare of paperwork

PHOTOGRAPHY LUC LACEY

The mild epiphany came last year: I am probably the world's worst small fleet manager. Apart from not quite knowing how many cars I had – 12, 13? – most of them had no MOT, no tax and few were runners.

This is the challenge of having a deep-seated urge to own a car museum, a busy job and limited mechanical skills. Having this many cars might suggest that I'm loaded, but no – most of them are cheap cars, bought cheaply.

One reason there are so many is a large one-time chicken shed. It's eight miles from home and shared with an enthusiast mate and some other friends who store the odd car there. But it's only the odd car. Most of them are mine. Once you have a space like this, the overriding temptation – for me, at least – is to fill it.

At its peak, mate Bryan and I have established that you can get 17 cars in if some are narrow enough to allow three abreast storage in this long, thinnish space. Having to park the cars in two nose-to-tail columns sometimes means quite a bit of shuffling, but this is far from the biggest impediment to enjoying them.

Instead, it's me, and around 13 box files of documents, one for each car. They contain V5s, MOTs (mostly expired), repair bills, handbook packs and assorted historical paraphernalia, and if you're to have a hope of keeping on top, you need to know not only the mechanical status of each car, but also whether it has MOT, tax and insurance.

Insuring them is easy. Most of them are on one classic policy renewed annually with Hagerty. That the policy is good value is another reason I have so many: it doesn't cost much to add a car on, presumably because the insurer has worked out that you can only drive one at once, and because they won't be getting used most of the time. Or any of the time.

Of course, I could use a spreadsheet. But that begins to turn the hobby into something like work and, when you look at it, rather rams home how much work there is to do. So I don't have one. Instead, there's a single A4 sheet with each car's status on it. Sometimes, it gets updated. Mostly, though, I know which of my cars are road legal and, this year, following the epiphany, more are.

Serial car collector Bremner struggles with all the admin

Box files, one per car, have to live somewhere

> This car is rarer than a Ferrari 328. With good reason, you might quip

V5s and historic info are stored side by side

Friends have sometimes helped – Bryan performed a full BMC-style service on my 1963 Austin Mini – and so has the nearby garage. Apart from the local used car dealer, I'm probably their most regular MOT customer. They let me descend into their pit to inspect the rust beneath each classic, which is useful, although it can lengthen the to-do list.

There has been quite a lot of descending into the pit this year, with no fewer than seven of the 13 being submitted for MOT, several of them passing first time. The most troubled was the newest, in fact – a Y-registered BMW-era R50 Mini Cooper. There's a club for these, the R50 on sale for only three months before the plate changed to the new-style 51, so by definition any Y-reg Mini will be early. Mine is the 155th, and it failed on brakes, several glowering warning lights and headlamp aim. I did the rear brake disc change, the local garage the rest. The ABS light was extinguished for a confirming test drive and the MOT before illuminating again. Damn. It's back at the garage as I write this.

There has been more success with the Triumph TR7, Austin Mini, Citroën AX GT, Chevrolet Corvair, Austin Metro and Leyland Princess – all winning a ticket and most in fine fettle. The Metro is now sold as part of a pruning quest to get (slightly) more sensible.

Still, I have the choice of driving any of those MOT flaunters, plus the Abarth 124 Spider that I bought sooner than intended because I got a crazy 33% discount. I've put barely 2000 miles on it, and far, far less on any of the others. So why acquire so many when there isn't enough time to drive them, let alone do the necessary maintenance to keep them alive?

It's an obvious question. And one I might just have been asked before. Partly, it's the thrill of the chase. Part of it is nostalgia for my days at British Leyland, and a love for Italian cars. Part of it is the hoarding instinct and the no more than semi-suppressed desire for a museum. And part of it is about rescuing interesting (to me) orphan cars at risk of extinction. Which explains the 12,000-mile TR7, the ultra-rare Mk1 1750 SS Allegro, the 26,000-mile 1963 Mini Mk1, the 12,000-mile Metro and the low-mileage Leyland Princess.

I mean, how often does a 16,000-mile Leyland Princess turn up? Hardly ever, which is why I felt compelled to buy it. True, it didn't run when I bought it seven years ago, and it's only running properly now, but this car is rarer than a Ferrari 328. With good reason, you might quip, but if you want a technically interesting piece of wedge-tastic 1970s memorabilia with a vinyl roof, it's hard to top. The others? Some are reassembly projects to be enjoyed, a few more will be sold and, if I can manage it, the ones that now have MOTs I'll keep that way. The tickets will fill up my box files. A

SURVEYING THE FLEET: BREMNER'S CARS

	MOT	TAX	JOBS NEEDED
Abarth 124 Spider	na	✓	Replace air deflector.
Alfa Romeo 1750 GTV	✗	✗	Total reassembly.
Alfa Romeo Giulietta Sprint	✓	✗	Minor rust repairs. Repaint. Retrim seats. Engine overhaul.
Austin 1300 GT	✗	✗	Refurbish engine bay. Reinstall powertrain. Refit interior trim.
Austin Allegro	✗	✗	Refit front brakes, pipes. Overhaul rear brakes. Free seized clutch arm. Refit exterior trim. Wonder why I bought it.
Austin Metro VDP	✓	✓	It's sold, shock!
Austin Mini	✓	✓	None.
Chevrolet Corvair Corsa	✓	✓	Clear fuel blockage. Fix windscreen washers.
Citroën AX GT	✓	✓	Awaiting sale.
Leyland Princess	✓	✓	Reapply underseal. Replace headlining. Fit original radio.
Mini Cooper	✓	✓	Fix ABS light. Retrim driver's seat. Remove small dents.
Morris 1100	✗	✗	Overhaul brakes. Repair bodywork.
Rover 75 2.5 Connoisseur SE	✗	✓	Fix numberplate light. Replace traction control. Refit rear door trim. Replace gearbox switch. Renew MOT.
Triumph TR7 coupé	✓	✓	Repaint alloys. Replace lower balljoints.

Jeep

GLADIATOR, READY!

The Wrangler-based Gladiator – Jeep's first pick-up in 27 years – looks born ready, for anything. So **Matt Prior** gives it torrents of abuse in New Zealand

New Zealand's summer is so wet that 1000 tourists have been stranded by road blockages, rain is falling at up to 40mm per hour, the Met Office says "small tornadoes are possible" and, earlier today, while driving along a road in a Jeep Gladiator, I was overtaken by a speed boat in the other lane.

Now it's, well, I don't know what time exactly but gone midnight in a basement bar in Queenstown, on New Zealand's South Island. It's loud and dark but Jeep's global president and the company's star exterior designer are still here. Both have just spent two days getting soaked to the skin and are ready for several more. Pick a car company boss and a chief designer: can you picture them in a pub talking about making a pure-electric adventure truck, having already spent half a week up to their ankles in mud?

Jeep talks about 'authenticity' in the same way everybody who wants to make serious 4x4s talks about authenticity. The difference is that it's not just a few engineers and some in-house or drafted-in experts who live it.

The Gladiator's designer is Taylor Langhals; bearded, relaxed, 30, the fourth generation of his family to work at Jeep. He's wanted this job since he was a kid. And the Gladiator – Jeep's first pick-up for 27 years – is special to him.

That there are faux imprints of a dirt bike tyre moulded into the head of the load bay and that the Jeep factory's zipcode (in Toledo, Ohio) is stamped just inside the tailgate might seem twee. But don't be in doubt about how senior Jeep people use these vehicles. The tailgate opening hatch measures 1270mm across because that will accommodate the widest snowmobile you can buy. "And that's the one I have," says Langhals.

Snowmobiles, dirt bikes, mountain bikes, fishing gear, camping gear, outdoor stuff, pulling boats: that's the point of the Gladiator. Given how frequently Jeeps are used, abused and modified in the US ("let's be honest: Wranglers stay stock for about five minutes"), it's about time Jeep had a pick-up again.

It made one as long ago as 1947 and first introduced the Gladiator name in 1962. A pick-up stayed on sale, latterly as the Jeep Comanche, which looks like an aftermarket hack job of an XJ-series Cherokee, until 1992. But since then, there hasn't been a pick-up Jeep, which seems like an odd oversight given the kind of use Wranglers get in a country where pick-ups are some of the best-selling, and certainly the most profitable, vehicles.

The Gladiator isn't a workhorse or commercial vehicle, though. It's a fun wagon. Its payload is 620kg rather than 1000kg-plus – despite having a rear axle from a Dodge Ram – and its towing weight is 2721kg.

It's what Americans consider a mid-size and what we think of as a big truck, at around 5.5m, the length of a Volkswagen Amarok and Ford Ranger. Think of it as a Ranger Raptor rival if it comes to the UK

Normally, this trail is the preserve of tractors and quads

Prior enjoys the sound of rain on the Gladiator's roof

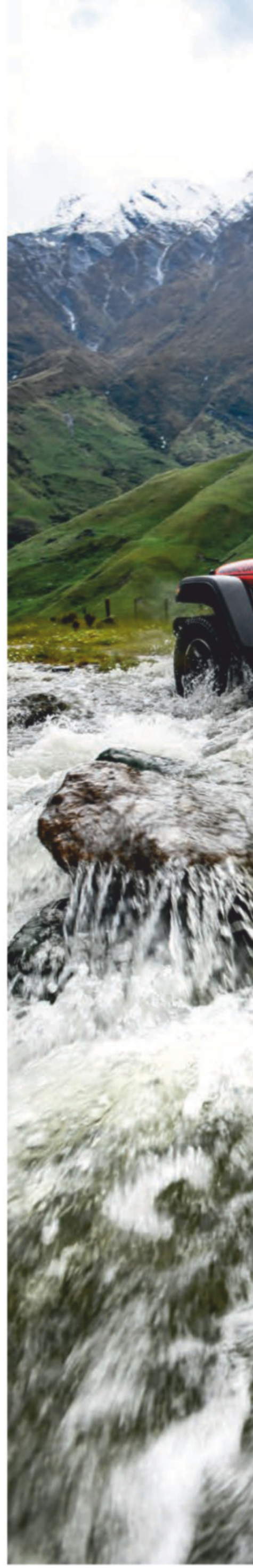
As with any serious off-roader, road use brings compromises

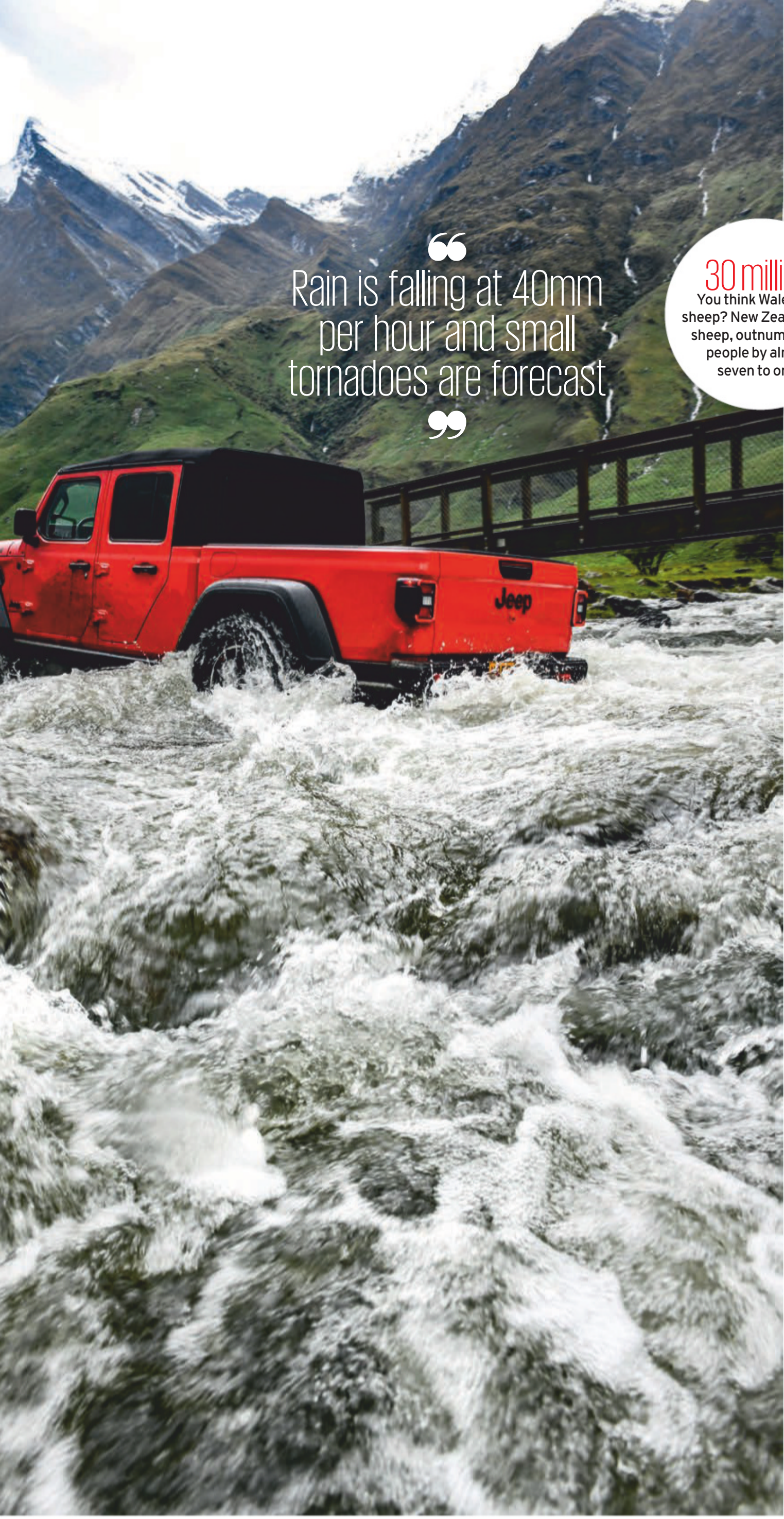
Steel

The load bed is steel. Aluminium was found to crack too easily, and once a composite was strong enough, it didn't save any weight.

A bridge too far? Not when you're driving a Gladiator

For a Gladiator, this is not a lifestyle ad but real life





> Rain is falling at 40mm per hour and small tornadoes are forecast

30 million
You think Wales has sheep? New Zealand has sheep, outnumbering people by almost seven to one.

(still in question), where it would have a 3.0 diesel. In the US, and here in New Zealand, there's a 285bhp 3.6 V6 mated to an eight-speed automatic. EVs and plug-in hybrids are coming, Jeep president Christian Meunier assures us. Given the high current fleet CO_2 average of Jeep owner Fiat Chrysler Automobiles, they'll have to. But with that come advantages, too. Think of heading softly down a track, roof down, making no noise to alarm the wildlife. Think of setting up camp and having the electrical power you brought with you. Think of the advantage of being able to dole out precisely how much torque each wheel's grip can handle, with instant response. Meunier says the firm will use electrical power to make Jeeps "more capable than ever".

Personally, I'd love to see the return of a forward control Jeep, too, but flat windscreens are out these days, because while they can be made aerodynamically efficient (and while with a pure-electric powertrain that wouldn't matter so much anyway), pedestrians don't respond well to impacts with them.

Like all big pick-ups, the Gladiator is a separate-chassis off-roader. Here, though, that chassis is very obviously, given the size and shape of the front half, from a Jeep Wrangler – another Langhals design.

Jeep has managed and curated the Wrangler through its incarnations with the kind of care that has kept it relevant and incredibly successful. It helps, I suppose, that Americans live the lifestyle and have the space and access to enjoy it that most of us in Europe can only imagine. But still, getting it right enables Jeep to sell a quarter of a million Wranglers a year, while Mercedes sells less than a tenth as many G-Classes and Land Rover has sold no Defenders since 2016.

For the Gladiator, the Wrangler's frame has been extended by a fairly whopping 780mm, with 490mm of that in the wheelbase and the rest behind the rear axle. It's neither a cheap nor easy car to assemble, says Meunier, formerly of Infiniti and who has headed Jeep since April last year, joining just in time for Jeep's annual jamboree in the Sierra Nevada mountains.

As per the Wrangler, different trim levels don't just give different interior options. All have the same functional and chunky centre console inside, and the same rear-seat space, but Sport and Overland models get one kind of low-ratio transfer case, with top-spec Rubicon cars getting a lower-speed crawl ratio, heavier-duty axles with locking differentials and a disconnecting front anti-roll bar, rock rails, tow hooks and heavier-duty bumpers. The approach angle is an astonishing 40.7deg and there's 250mm of ground clearance and a 760mm wade depth.

Common to all Gladiators, too, as with Wranglers, you can take the doors and roof off, and removing four bolts lets you fold the windscreen flat onto the bonnet, making this the only convertible pick-up on sale today. You can even have tubular bars in place of doors.

That's a feature that, when rain is falling at 40mm per hour, may be a suboptimal →

You can remove the doors and roof if you want to

← choice. Standing in a rock field, which the Gladiator is traversing with more ease than a pick-up should, and looking up at the 3000m Mount Aspiring, I've never felt rain like it. The trouble with it is that it washes away land, rocks and roads and everything else between. Normally, car makers don't want us going places their off-roaders might get stranded and advise on routes accordingly. But going by their faces when we find the river flowing beneath a flooded field – the Gladiator dips into it and bow waves form from the bonnet lip, threatening the 760mm wade depth (and drenching the feet of some colleagues who have made the poor door option) – I'm not sure that's the case here.

There's no denying a short-wheelbase Wrangler will go further off road than a Gladiator, on account of its wheelbase being shorter. The Gladiator's breakover angle is 18.4deg and departure angle 25deg, owing to its long bed. But this is still a vehicle that will get you much further than you need. It'll do the Rubicon Trail, after all.

With that – especially in Rubicon trim, which comes with 32in off-road tyres as standard – there is a slight agricultural feel to the Gladiator, on road. But the same is true of the Wrangler and any pick-up onto which you start putting serious off-road extras. Choose a Sport or Overland model and, immediately, there's improved steering response and a more settled road ride, and I still think they'll go further than not just any rival, but further than most owners will realistically expect.

At a little over 100,000 square miles, New Zealand's land mass is about 10% bigger than the UK's, but with a human population of 4.7 million (and over a million and a half of those living in Auckland) and a sheep population of 30 million (not so many in Auckland), it's considerably less dense. Because it's so green, there are shades of Wales and Scotland to it, but it goes on further and higher, and even Scotland's grandest lochs and glens don't match the scale and beauty of it. If you had to pick a country in which enough grows that you'd probably survive post-zombie apocalypse, it'd be right up there.

BAGGING A MUNRO

Before returning to the UK, I had four hours free and was two hours from Invercargill, so I went to visit Burt Munro, who built a streamlined Indian motorbike in the shed he lived in and took it to Bonneville Speed Week. In 1967, aged 68 and on a 47-year-old bike, he hit 183.586mph, a story dramatised in the charming film The World's Fastest Indian. The record still stands.

For 95% of the time, even away from the publicly accessible rough tracks that scatter across the New Zealand landscape joining farmsteads to main roads, and onto the dirt and mud tracks that sheep and cattle farmers have let us use and that are usually traversed only by tractor or quad or hoof, even the most basic Gladiator will get you through.

As ever, it's tyre choice that settles most arguments one way or the other most of the time. But put sufficiently aggressive rubber on it and a Jeep will climb slopes you can't walk up, ford rivers that would drag you off downstream, and make a cosy noise like a tent thanks to the patter of rain on canvas roof.

Whether you'll be able to do that in the UK is still to be decided. It's not going to sell in huge numbers here: the Wrangler doesn't and its 2.2 diesel isn't considered butch enough for the job, so it'll have the 3.0 diesel that would be more expensive and thirstier still. It'd have to be a £50,000 car, surely.

Meunier suggests he'd like the UK to commit to a number. British contacts suggest Jeep HQ is still to decide. But we should know soon. The Gladiator will be too big for most small parking bays, its exceptional off-road ability will go unchallenged for more than 99% of its life and we are not a nation that intrinsically has the dirt bike/jet ski/snowmobile lifestyle owing to there being so many people, so little land and insufficient access to the free land that there is. So the Gladiator doesn't make that much sense. Naturally, then, I'd have one like a shot. A

18.4deg
Lengthening the wheelbase has reduced breakover angle from the Wrangler by 10.4deg from its 28.8deg.

Its length can impede off-road ability but you'd rarely know it

All in a day's work, even if towing weight is limited to 2721kg

> Bow waves form at the bonnet lip, threatening the 760mm wade depth

JEEP GLADIATOR	
Engine	V6, 3605cc, petrol
Power	285bhp at 6400rpm
Torque	260lb ft at 4400rpm
Gearbox	8-spd automatic
Kerb weight	2180kg
0-62mph	7.5sec
Top speed	110mph (governed)
Economy, CO_2	WLTP figures tbc
RIVALS	Ford Ranger, Toyota Hilux, Volkswagen Amarok

DRIVING IN NEW ZEALAND

New Zealand's roads are a curious mix of the familiar and the unusual. They drive on the left and you can be on lakeside bends that feel like Scotland's. But some of the markings are yellow.

Mostly things are single carriageway. Around towns, there are dual-lane roads and there are motorways and expressways – although not much more than 200 miles in total. More common, then, are broad, well-surfaced single carriageways with a 62mph limit, dropping to 30mph or 25mph in towns. Traffic is, unsurprisingly, light, and visibility, where the road scores across plains, is very good, so overtaking is easy.

You don't see so many big old Fords and Holdens as I imagine you once would have. Japanese and Korean cars have taken hold. The Toyota Corolla is the best-selling passenger car but two-thirds of the country's cars are 4x4s or pick-ups. As roads head up into hills, and where things get even more remote than usual, gravel tracks take precedent, so you can see why.

UK drivers will feel largely at home on New Zealand's roads

FRANKLY, MY DEER

OLGUN KORDAL

If you don't give a damn, perhaps you should. Collisions between vehicles and deer cause many deaths, including human, in the UK every year. **John Evans** reports

It was 5.30am when Aaron Herringshaw set off from his home in Bournemouth at the wheel of his Mercedes-Benz C200 CDi estate to drive the 25 miles to his job as a chef in deepest Dorset. He liked the drive, especially at that time of the day when the sun is rising and the roads are quiet.

Then, as he was travelling along a familiar country road, a deer leapt out from a hedge immediately ahead of him. With no time to react, Herringshaw struck it. The deer bolted away.

Some months later, Herringshaw recalls the experience of hitting a large deer at about 40mph.

"It was terrifying," he says. "The animal was literally right in front of me and there was nothing I could do. The Mercedes was a heavy car but it shook with the impact."

Such was the damage to the 15-year-old Merc that Herringshaw's insurer wrote it off. Herringshaw replaced it with a BMW 320d saloon of a similar age. However, within weeks, and on his same commute, he hit another deer in similar circumstances. Unfortunately, this time the deer was killed and, again, Herringshaw's car was written off.

"Now, every time I drive on a country road, I'm fearful another deer will leap out in front of me," says Herringshaw. "I see them all the time where other people don't. I was never a fast driver but now I don't do anywhere near the speed limit, which makes drivers behind me impatient."

Has Herringshaw just been unlucky? In fact, according to several studies, 400 drivers and their passengers are injured in collisions involving deer each year, and possibly as many as 1000, and up to 20 are killed. As for the deer, it's estimated that at least 40,000 are killed on UK roads each year, and possibly as many as 74,000. The peak months for collisions are May and October to January, and peak times are the early morning, when deer go in search of a mate or new territories.

However, with the exception of the figure quoted for human deaths, the numbers for human injuries and deer fatalities should be treated with caution. That's because there is no legal requirement in the UK for incidents to be reported and the official records that do exist are often inconsistent between monitoring organisations.

Until more accurate data is available, motorists can only look abroad to gain a more precise picture. In Germany, for example, where collisions involving animals must be reported, there are 1000 non-fatal and 20 fatal driver and passenger casualties each year, arising from 220,000 deer-related incidents.

Whatever the true facts, it's fair

SEE A DEER? HERE'S WHAT TO DO

Deer Aware offers drivers this advice for staying safe:

- Heed deer warning signs and drive with caution.
- Take extra care in the peak danger months of May and October to January.
- If you see one deer, expect more.
- At night, and so long as there is no oncoming traffic, use main beam, which will help pick out the eyes of deer. If you encounter one, dip your lights to avoid startling and 'freezing' it.
- Don't over-swerve to avoid a deer, and if a collision is inevitable, hit it while maintaining full control of your car.

IF YOU HIT A DEER...

- First, make sure you are safe.
- Do not approach the animal or attempt to calm it.
- Call the police.

Technology can help the driver on some cars

Sometimes, one will be followed by others so take care

> "The Mercedes was a heavy car but it shook with the impact"

to say that deer collisions are a problem in the UK, as I discovered when I posted an account of my own near-deer experience on a popular motorists' forum. It quickly attracted a stream of tales along similar lines, some of them quoted below but others withheld on grounds of taste, because a collision with a deer can be a messy affair...

Estimates of the size of the UK's deer population vary between 1.5 and two million. It's the highest for 1000 years and the figure is expected to rise further. According to surveys carried out by the British Deer Society, there are six recorded species of deer in the UK, each concentrated in different areas. In England, for example, muntjac and fallow deer dominate the Midlands, south and east, whereas red deer are mostly found in the centre and north of Scotland but also in Cornwall and Norfolk. Roe deer are spread evenly across the whole of the UK.

Useful pub quiz facts, perhaps, but knowing where particular deer dominate could save your life or, at least, your no-claims bonus. The point is that, depending on the species, deer can be very big animals. Red deer are the biggest. Indeed, they're Britain's largest land mammal. A fully grown male measures up to 1.37m at the shoulder and weighs up to 190kg. Fallow deer are smaller, males being up to 0.94m and 93kg. Muntjac are among the smallest, at 0.52m and 18kg, but a 30mph collision with one still has the potential to cause significant damage or injury.

The south-east of England experiences the UK's highest number of deer-related road accidents and many councils have taken steps to keep motorists and deer apart. One such is Hertfordshire County Council.

"We have erected deer fences in locations that are known migration crossing points, especially on major new roads," says Phil Bibby, the council's cabinet member for highways and environment. "However, we cannot protect every road, so we urge motorists to be cautious, especially on rural and semi-rural roads."

Meanwhile, in partnership with Highways England, some councils have been encouraging land owners, who have a right to control deer on their land, to increase culling rates. Other measures include erecting deer warning signs, especially at known crossing points, and in a few locations dynamic warning signs activated by the presence of deer.

Despite these and other measures, however, drivers are often blasé about the proximity of deer and who can blame them when deer are rarely seen in some locations, despite their numbers? Leonardo Gubert, senior ecologist at Highways England, warns against complacency.

"You may be well travelled and on a well-known route with signs warning of deer but never spotted the animals before, but the fact is these signs have been installed in areas with high deer numbers," he says.

"There may only be one deer hidden in nearby foliage or woodlands or they may be a species that gathers in large groups with the possibility that when you see one and avoid it, others follow and dart into the road. It is vital drivers are aware of the presence and take extra care."

If you find yourself behind Aaron Herringshaw on some quiet Dorset road, you can be sure that's exactly what he's doing. A

NEAR-DEER EXPERIENCES

Here are some of the stories posted on a popular motorists' forum by drivers who have had recent close encounters of the deer kind.

- "Last month, a deer jumped out in front of me, at about 3pm on a clear afternoon. I didn't hit it but I did hit an oak tree and caused enough damage to write off my car."
- "A deer jumped out from a gap in the hedge and I swerved, putting my car up a grass verge and clipping a hedgerow."
- "I hit a deer the day after I picked up my brand-new Civic Type R."
- "A mate hit one at 20mph, a week after buying an Audi S3. The impact took out the front bumper, grilles and anything plastic and triggered the airbags."
- "I wrote off my Mini last year hitting a deer."
- "I see a dead deer by the side of the road every two to three weeks on a 25-mile section in rural Devon."
- "I was driving a Ford Puma when a muntjac leapt across the road. It obliterated the bumper, broke a headlight and bent the chassis."
- "One massive stag caught the edge of my car's windscreen pillar. Another hit the bonnet and smashed the lights. And another smashed the windscreen of my rental car."
- "One very early summer morning, a massive stag leapt in front of me. Had I left the house half a second later, I might have been speared by its antlers!"

'We don't want to be the cheapest'

MG Motor is going places and its plan includes an electric-only family estate and perhaps even a Porsche rival. **Steve Cropley** learns more

PHOTOGRAPHY OLGUN KORDAL

MG is on a roll. Its biggest roll since the 1920s, you could argue, when an obscure British sales manager-turned-engineer, Cecil Kimber, took just three years to create the world's best-selling sports car from the everyman Morris Minor – and then built a thriving, highly profitable global business on the back of it.

Now it's happening again. In the UK alone, annual MG sales have trebled in three years to 13,075 units and are strongly tipped to smash the 20,000 barrier by the end of this year. Even more expansion is predicted through 2021-22, fuelled by the arrival of more well-targeted, mostly electrified models. After a decade in the doldrums, MG has suddenly become the fastest-rising car brand in the UK and its management now realistically views the likes of Hyundai and Kia as role models.

Around the world, the MG brand does best in China but it also finds traction in Australia, New Zealand and India. The brand appeals in some European countries, too, such as the Netherlands, and is gathering strength in South America and the Middle East.

Of course, today's MG is dramatically different from Kimber's 'Morris Garages', established 95 years ago to make sporting models out of workaday Morrises. That company progressed by tortuous steps to become the BL-owned, Abingdon-based MG Car Co that built the MG B and Midget until it hit the buffers in 1980. Thereafter, the octagonal badge was used mostly on Rover's mid-engined MG F roadster (from 1995) and a series of badge-engineered Rover saloons.

Today's company is Chinese-owned MG Motor, a subsidiary of the seven-million-sales-a-year Chinese mass manufacturer SAIC, which acquired both the iconic British brand and its ex-BL, ex-Rover Longbridge manufacturing plant in 2007 and built cars in small numbers there until 2016. Nowadays, SAIC makes 750,000 MG-badged cars for sale around the world and every UK-sold MG is imported from China by MG Motor UK, a sales company with headquarters on Marylebone Road in central London.

MG's image once relied on cars like B GT

However, this is a very different sort of sales company, as we recently learned in a meeting with Daniel Gregorious, MG Motor UK's head of sales and marketing. Today's MGs may be manufactured in China but much of their design emanates from a studio upstairs in the Marylebone building (which welcomes you via a sumptuous coffee shop called the Roadster Cafe). And 120 miles to the north-west, at Longbridge, in the very building where Mini pioneer Sir Alec Issigonis once held sway, several hundred engineers are shaping the inner workings of MG's and SAIC's forthcoming products. MG may not be true-blue British any more but local influence remains key to its designs.

MG's recent success, says Gregorious, has been propelled by the rise of the new B-segment SUV, the ZS, launched in 2018. Before that, the 6 saloon (launched in 2011) was a failure and the 3 supermini (launched in 2013) was modestly →

The 3 arrived in 2013 and hinted at MG's potential

> We want to offer an aspirational product we can legitimately sell on its quality

Q&A, DANIEL GREGORIOUS, HEAD OF SALES AND MARKETING, MG MOTOR UK

Do you have much say in the cars that MG builds?
"We have quite a lot of say, because we have important design and engineering operations in the UK. Also, the owners are well aware that the heritage of MG comes entirely from the UK. New models aren't forced on us: we can choose what we want and then make them better."

How serious is SAIC about building the MG brand?
"Very serious, I'd say. The company has spent around £7 billion on R&D over the past five years – in both Longbridge and China – on electric car research, connectivity and autonomous driving. It regards Britishness as a vital component of its offer."

How are you positioning MG?
"We don't want to be the cheapest. Another brand that plays on low pricing [Dacia] does that very well. We want to offer value for money, but also offer an aspirational product we can legitimately sell on its quality. We see people moving happily moving out of Fords and Nissans into MGs."

How important is the MG brand for attracting new customers?
"It's an enormous help. It gives people confidence to come and investigate our cars. We're pretty confident that if they see, touch and sit in the products, they'll like them. It'd be tougher with an unfamiliar brand. The seven-year warranty's important, too."

successful. But it was the arrival of the modern, right-sized ZS that really started something. Throw in unexpectedly strong demand for an all-electric ZS unveiled last September (a planned 1000 launch models sold out in two weeks) and a successful debut for a brand-new C-segment HS SUV a month later and you have all the elements for success.

Since Gregorious arrived at MG two years ago from increasingly high-powered positions at Peugeot, Kia, Chevrolet and Renault, he has embraced a wide range of duties under MD William Wang, including negotiating with China over the timing, volume, pricing, marketing and model mix of UK cars ("SAIC will make over 300,000 electrified cars next year") and building the dealer network to its current 120-strong level, which, he says, suits the company's current vision of the future.

"Our acceleration really started with a significant facelift for the MG 3 in 2018," says Gregorious, "which went well. Then came the new models. Now that we're offering a supermini, a compact SUV – with both electric and conventional power – and a new family-sized SUV, we have products that fit many markets right across the globe."

SAIC's plan has always been to position MG as its global brand, and its export success compared with less well-known Chinese marques shows the power of MG's brand recognition, although Gregorious insists that none of it could have happened without the appropriate, well-engineered products the company now sells.

MG has moved from 6 (top) to E-Motion

Gregorious says the E-Motion is "still in our plans"

More MGs are coming. In the middle of this year, there will be a plug-in petrol hybrid version of the HS, a model designed to take advantage of new UK benefit-in-kind laws for company cars and to suit zero-emissions legislation coming to city centres. Gregorious confirms that the HS can also be built with an all-electric powertrain like the ZS EV, but no decision has yet been made to do it.

Next on the new-model agenda is an all-electric estate similar in size to the Ford Focus but available with battery power only. "That's exciting," says Gregorious, "because it'll be our first model that's truly unique in the market. We expect success but it'll be fascinating to see how it plays with fleet and business customers."

The new electric estate will use a very similar powertrain to the ZS EV's but is likely to have a greater touring range. MG hasn't named it yet – Gregorious has made suggestions but hasn't heard any decision – although ZT might well suit a range that already contains a smaller ZS. Beyond that, MG could eventually consider sportier petrol engines for the ZS (it already has higher-tune petrol engines that would suit a kind of ZS GTI), although it seems to regard electrification as a better high-performance avenue.

If the plug-in HS and new electric estate sell well, Gregorious says MG's next move will be to launch a production version of its handsome E-Motion high-performance four-seat sports car, unveiled as a concept at the Shanghai motor show in 2017. It's a twin-motor, all-electric design with 3.0sec 0-60mph acceleration plus exotic styling aimed at moving it into Porsche or Jaguar territory.

"The car is still in our plans," says Gregorious, "and it will make a great halo flagship car. We're only planning one model like it at present. But if we can do well with mainstream models, there could be plenty of opportunity for more sporty models in the future." A

> "It was the arrival of the modern, right-sized ZS that really started something"

ZS has helped MG to boost both its sales and its image

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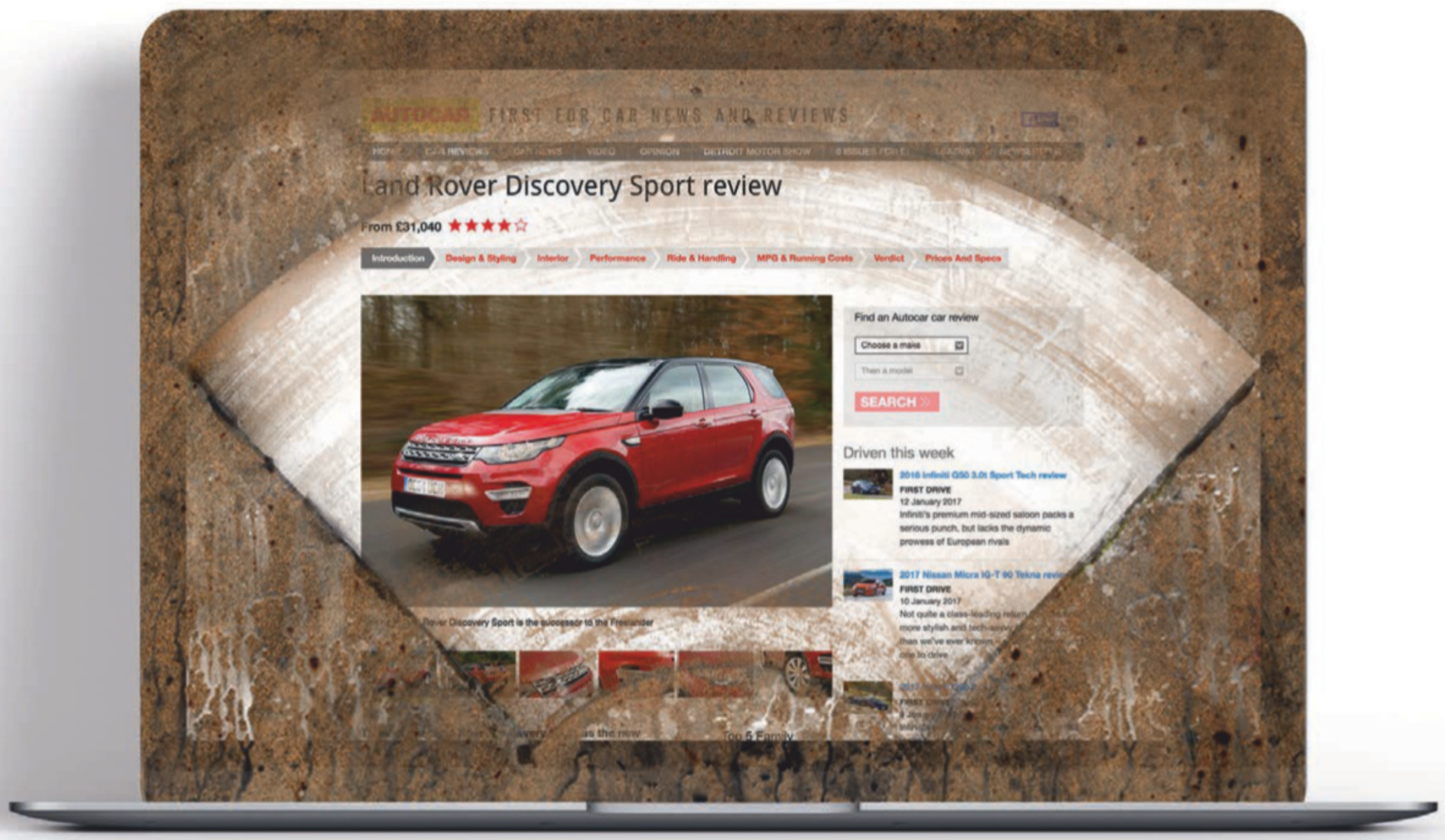


YOUR VIEWS

WRITE TO
autocar@haymarket.com

Entranced by an Alfa

I really enjoyed your Alfa 156 used buying guide (24 December) – it brought back memories of owning one. In the early 2000s I went to an auction looking to buy a diesel Mondeo, then a Rosso Red 156 2.0 Selespeed with Momo red leather seats came through. As a big F1 and Ferrari fan, this instantly became a better choice. I won the car on my first and only bid at a car auction to date.

The 60,000-mile car was only two years old but it had just had a new engine due to a broken cambelt. The Selespeed was great when you thrashed the car but on a light throttle wouldn't always go into third, reverse was a goal to be achieved and it would jump out of fifth on motorways. The other memory was the car's ability to blow bulbs.

A diesel Mondeo finally made the fleet in 2014 and, having taken it from 50 to 180,000 miles in the past five years, it would have been the better choice back then – but it was seriously lacking all the Alfa and red that I needed at the time.

Ryan Thomson
Via email

Don't make 'em like they used to

My car-mad 17-year-old nephew was staying for Christmas and showed me his latest copy of Autocar. I read the letters with interest, especially those concentrating on electrical complexities and diesel emissions.

Mr Robinson (Your Views, 11/18 December) quite rightly suggests that his 60mpg BMW is probably better than many petrol superminis on pollution, and Mr Penfound also hits the spot when he says the best thing we can all do is run our existing cars into the ground. I obtained my incredibly reliable Volkswagen Passat estate TDI 130 new in 2003 and I'm still running it with in excess of 310,000 miles on the clock. It will be 17 years old in April, but many of my friends would have had eight or more cars in that time. I think my CO_2 footprint has got to be far smaller than theirs.

I have been told by several engineers that cars built today won't do the mileage that mine has done because, as Mr Gee rightly says, there will be malfunctions of the complex sensors and computers and repairs will probably be beyond the budget of many owners – and indeed the skill of many local garages. As he says, I doubt whether an MOT test could check all the electrical components that make the cars manufactured today so complicated.

Richard Watson
Leeds

Lane-hoggers are spoiling the M60 smart motorway

LETTER OF THE WEEK

Movie star stuntmen

Among the titles in your favourite motoring movies feature (Autocar, 11/18 December) was Grand Prix with James Garner, and it was mentioned that he did the stunt driving for the film. What was omitted was that Garner actually crashed doing one scene, resulting in his eyebrows being singed. Garner reprised his skills behind the wheel a few years later on The Rockford Files TV series, where he chose the Pontiac Firebird as his mount owing to its dimensions and power-to-weight ratio after studying the cars on offer at the time.

The Firebird was actually a full-house Trans Am, minus its body addenda and made to look like a modest Esprit model. When the series took off, the studios were nervous about Garner doing his own stunt driving and the possibility of his being injured, so they forbade him to drive and hired a stunt driver. But Garner's skill behind the wheel was impossible to emulate, so the studio gave the okay for him to do the stunt driving again.

James Garner, Steve McQueen and Paul Newman were three Hollywood leading men who were real car enthusiasts and did go racing when they were not in front of the cameras.

Colin Ong
Christchurch, New Zealand

WIN
Letter of the week wins this ValetPRO exterior protection and maintenance kit worth £48

ValetPRO
PROFESSIONAL VALETING SUPPLIES

Golden oldie

I totally agree with Kerry Giddins' letter (Your Views, 11/18 December) bemoaning the replacement of physical switches with touchscreens.

My car has ergonomic push/pull switches for instrument lights, heater and wipers, with a single rotary switch for head/side/foglights. It also has a wonderfully user-friendly foot switch for headlight dipping. All of the above can be located and operated with barely a scant glance from the road ahead.

How simple life was in 1952 when my Jowett Javelin was built...

Geoff McAuley
York

Please police me

I drive on the M60 smart motorway on a regular basis and agree with the comments Peter Inwood made about them (Your Views, 24 December).

Ryan was seduced by a 156 at auction

At times there are 50mph signs flashing, yet you are lucky if you can travel at 10mph due to people staying in lane two and three when lane one is almost clear. The problem is compounded by trucks sitting in lane two and not moving back over after overtaking.

The solution is to have motorway police patrolling again and lane-hoggers actually charged for the offence they are committing, car software disabling cruise control above 60mph and lane assist warning drivers they are breaking the law by not being in the first lane when there is space to be there, not bleeping when they are trying to change lanes intentionally.

I have now got a sticker in my back window that says 'dashcam-fitted, lane-hoggers will be reported'. It does seem to work temporarily.

Dave Bardsley
Via email

A brake with tradition

I agree with Rob Lightbody about people not using their handbrake at traffic lights (Your Views, 11/18 December). Is it laziness? What's more simple than applying the handbrake, shifting to neutral and taking your foot off the brake?

The benefits are less wear on the transmission and clutch, no brake lights dazzling other road users, the driver can relax and, if kids in the

Geoff still loves his turbo and supercharged Golf

back start shouting, you don't have to worry about shunting the car in front.
Alan Jones
Via email

Memory test

I read with interest your historic snippet mentioning Innes Ireland writing off a Mercedes 600 at Mallory Park in 1968 ('Goading the Grosser', 4 December). I had reached the stage of wondering if the event was a figment of my imagination.

I recall an article written by Innes at the time in which he analysed the different behaviour of the new radial tyres compared with the vastly more widely used cross-plies.

When the back end of the radial-shod three-tonne Mercedes broke away (whether intentional or not), Innes applied the required opposite lock. He was caught out by the speed with which the back end not only came back round but also whipped to the opposite side. It was violence of that second-phase skid that led to the car rolling and being written off.

Ever the professional, Innes dealt with this as 'a lesson learned'. I'm not sure if Mercedes felt the same way.

Is my recollection close to accurate?
Graeme Morrison
Via email

Supercharged soliloquy

In his piece on electric superchargers (Under the Skin, 24 December), Jesse Crosse failed to mention the option introduced by Volkswagen in 2006 for the Golf GT Sport.

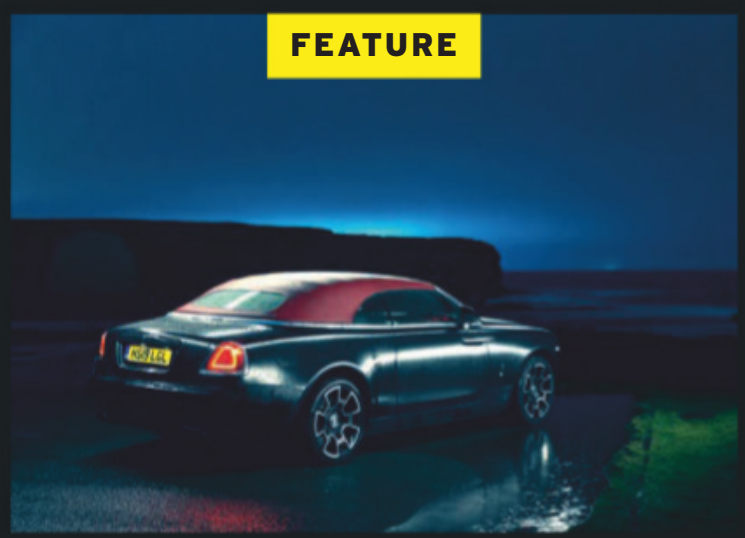
This used a supercharger upstream of the turbo to eliminate lag and allow engine downsizing, from 2.0 to 1.4 litres, with efficiency and performance gains. Instead of being driven directly by a switchable electric motor, the supercharger was driven by an air-con-type electronic clutch and fitted inside the belt-drive water pump. It started working at very low engine speeds, with the turbo optimised for higher speeds. The technology was replaced in 2008 by a conventional turbo, presumably to reduce costs. I bought a 170bhp Golf in 2007 and have enjoyed its eager lag-free performance ever since.
Geoff Howard
Cambridge

GREAT REASONS TO BUY

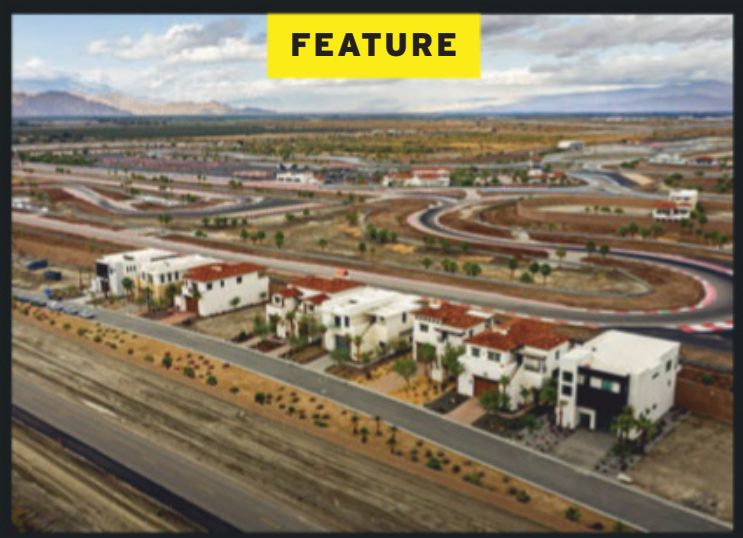
NEXT WEEK'S ISSUE

ON SALE 22 JANUARY

New Vauxhall Corsa
You've read the first drive, now we deliver the full eight-page road test verdict. Can the fifth-gen Corsa finally dethrone the Fiesta?



Northern Lights road trip
On the hunt for the Aurora Borealis – top down in a Rolls



Thermal Raceway
We visit the housing development built on a race track

EVERY WEEK

Bentley Flying Spur
Our first UK drive in Crewe's impressive new saloon

TVR Tuscan
Is this fast but fragile British-built two-seater a good used buy? We find out

Volvo S60
No more diesel for Volvo's exec saloon. Does that affect usability?

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CONTENTS SUBJECT TO CHANGE

OUR CARS

FEATURED THIS WEEK

FORD RANGER RAPTOR

JAGUAR I-PACE

MAZDA 3

MG ZS EV

PEUGEOT 508

SUZUKI JIMNY

JAGUAR I-PACE

It's mightily impressive on a typical test drive but how about an extended test comprising over 9000 everyday miles?

Cropley wasn't alone in finding that it made every journey special

FINAL REPORT **MILEAGE** 9657

WHY WE RAN IT

To test every one of the big claims made for this rule breaker, including that you can live perfectly well with it, day to day

These 'goodbye' stories are nearly always tinged with regret, mainly because we rarely run cars as long-termers that haven't already won our approval during earlier road testing. So when they leave, it's not pleasant.

However, the regret we feel with the departure of our I-Pace, after more than 9000 miles, is on another, higher level. It's as if we're parting company with not just a great car but a passport to the future of modern driving. Since joining us, this has been our most potent and prominent link with the electrified world rapidly coming our way, so sending our I-Pace off to a new owner feels like a major step back.

Which is not to pretend that running the battery-electric Jag has been plain sailing. We've encountered glitches – one or two with the car, the rest with ourselves. It's clear that, although fundamentally reliable, at this point in electrification history cars like the I-Pace still need sympathetic owners prepared to understand and cope with their two main limitations: short range and a time-consuming refuelling process.

Jaguar promises a WLTP range of 258 miles for our version of the I-Pace, and after a recent software update, it'll honestly deliver most of that in summer (25 miles less at this time of the year). That's a decent performance for an SUV of its size (4.7m long) and weight (2.2 tonnes).

Everything works beautifully so long as you use the car for commuting and shortish journeys. If you're back on your own drive in 30-80 miles, your car will need only a tickle, or nothing at all, to be ready for action the next day. Given the I-Pace's superb driving characteristics (more later) and the fact that fuelling is one-third to one-fifth the cost of petrol or diesel, it's hard to think of a better car for your fairly short-haul purpose.

But Autocar's I-Pace has often been used for longer journeys, usually against the clock. In such situations, there's almost never time for a charging session on the way to a destination (so often 100 miles away), which means you need either an extended period of careful driving to get home in a near-empty state of charge, or a 20-40min rapid charge on the return leg. Either is easy in theory but both require time and planning. And when you've had a life of carefree petrol/diesel refuelling, it's hard to tell yourself this is progress. Some will say I'm making a meal of it, but my stern warning is that even when your electric car is as good as this I-Pace, wise potential customers will check its capabilities against their real-world requirements before buying.

Now for those glorious driving factors: there is nothing in the affordable petrol world to match the clean, easy off-the-line response

We got about 230 miles on a full charge in wintry conditions

Ride in town was better than its manoeuvrability

Progress in real-world use was quiet, brisk and effortless

> "Wise potential customers will check its capabilities against their real-world needs"

SECOND OPINION

What's not to like about the I-Pace? It's so progressive and effective that it feels like a blueprint for Jaguar's future. I'd change very little: it's unnecessarily wide and, as the wheels are so big and with that long wheelbase, the turning circle is poor. To follow it, Jag, just make a smaller one... **MT**

of a really great electric car like the I-Pace, which is driven at each end by a separate electric motor to provide superb traction in the worst weather. The precision is breathtaking, and so is the speed and accuracy of response to your commands.

You have to try it to believe it, and when you do, you'll also discover that deceleration is just as powerful and precise. There's almost no noise or vibration; you suddenly feel pity for those people still stuck in the it-has-to-be-noisy world. Engine notes can be great, but this kind of refinement is every bit as inspirational, especially when the car to which it is attached can deliver a 4.5sec 0-60mph sprint in total serenity.

While averaging nearly 1800 miles every month, we have never tired of the I-Pace's flat, quiet, semi-sporting ride, although we have wondered if it'd be even better riding on 20in wheels and tyres rather than eye-grabbing 22s. But the body control and bump absorption are still great.

The long wheelbase delivers a beautiful feeling of directional stability but it also affects the car's manoeuvring. (Turning circle is far from being the I-Pace's strongest suit.) Talking of steering, we always enjoyed its firmness and accuracy and the wheel was delicious to use because it was covered with optional suedecloth. We'd have to pay the £600 option price, even though it would seem like highway robbery.

On every journey, the driving made our I-Pace special and memorable. The firmly bolstered seats, that suedecloth wheel, the smoothness, the accuracy of power deployment, the operational simplicity, the sheer extent of the performance – they all took the I-Pace away from any other Jag. Indeed, from any other car.

Glitches? Only one, really. At one stage, we simply couldn't lock our car. We turned everything off and on again, left the car to stew for a while, pressed the remote buttons in all kinds of oddball sequences and consulted the handbook quite a bit, but nothing worked. Luckily, that moment came within a day or two of our car's software upgrade and the problem never occurred again.

It's well over a year since the I-Pace appeared and started winning plaudits. It still wins them. The only car threatening its 'electric driver's car' mantle is the Porsche Taycan, and that's a very high-level battle. Our time with the Jag teaches us one thing above the rest: the best electric car can be inspirational to drive so long as your needs suit its capabilities. Choose your I-Pace advisedly and you'll find that you're driving one of the world's greatest modern cars. If you don't, you won't. **STEVE CROPLEY**

OWN ONE? SHARE YOUR EXPERIENCE
steve.cropley@haymarket.com

TEST DATA

JAGUAR I-PACE 400 HSE

MILEAGE	
At start	245
At end	9657
PRICES	
List price new	£71,495 (after £3500 government grant)
List price now	£71,495 (after £3500 government grant)
Price as tested	£79,740
Dealer price now	£75,000
Private value now	£70,000
Trade value now	£70,000
OPTIONS	
Photon Red paint £700, monogram trim finisher £250, suedecloth headlining £900, suedecloth steering wheel £600, 22in five-spoke alloy wheels £500, electronic air suspension £1100, panoramic roof £960, activity key £300, heated/cooled performance front seats plus heated rear seats £1400, head-up display £900, privacy glass £375, exterior black pack £260	
POWER CONSUMPTION AND RANGE	
WLTP range	258 miles
Test range	250 miles (summer), 230 miles (winter)
Battery capacity	90kWh
TECH HIGHLIGHTS	
0-60mph	4.5sec
Top speed	124mph
Motors	Two permanent magnet electric
Layout	4WD: one motor integrated with front axle, one rear
Transmission	Single-speed direct drive
Max power	394bhp
Max torque	513lb ft
Boot capacity	577–1453 litres
Wheels	8.5Jx22in, alloy
Tyres	255/40 R22
Kerb weight	2200kg
SERVICE AND RUNNING COSTS	
Contract hire rate	£550 pcm
CO_2	0g/km
Service costs	None
Other costs	None
Electricity costs	£335 (est)
Cost per mile	3.6 pence
Depreciation	£1495
Cost per mile inc dep'n	19 pence
Faults	Locking problem (see text)
PREVIOUS REPORTS	
28 Aug 2019, 4 Sep, 25 Sep, 23 Oct, 6 Nov, 13 Nov, 20 Nov, 24 Dec, 8 Jan 2020	

LOVED IT

SUPERB CONTROLS

Smooth, abundant power, top-class traction and precise engine braking put it in a league of one for the price.

BRILLIANT CHASSIS

Excellent weight distribution, low centre of gravity and wide tyres give superb grip and neutral handling.

GREAT STYLING

Hard to believe it is billed as an SUV, so graceful is the styling. It benefits from a taller driving position, though.

SPACIOUS INTERIOR

Elegant styling belies cabin space, especially in the rear. High boot deck also leaves large luggage space.

LOATHED IT

MANOEUVRABILITY

Long wheelbase limits the I-Pace's turning circle, especially noticeable in close town manoeuvring.

DEPRECIATION IS CALCULATED FROM TAKING THE TRADE VALUE FROM THE ORIGINAL LIST PRICE MINUS OPTIONS

LIFE...WHERE'S THE PAUSE BUTTON?

With so many demands from work, home and family, there never seem to be enough hours in the day for you. Why not press pause once in a while, curl up with your favourite magazine and put a little oasis of 'you' in your day.

PRESS PAUSE
ENJOY A MAGAZINE MOMENT

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pauseyourday.co.uk

MG ZS EV

An otherwise silent electric car is doing a good job of making itself heard

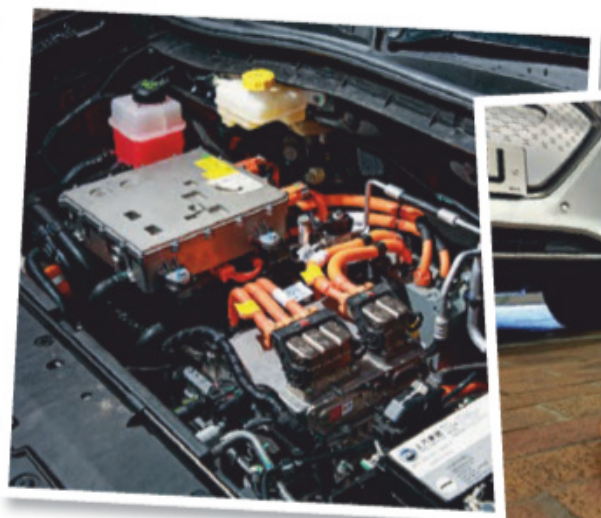
MILEAGE 811

WHY WE'RE RUNNING IT
To see if reborn MG's poster child is as easy to live with as the established names in the class

Of all the issues I expected to face during my time with MG's affordable EV, noise complaints were right at the bottom of the list. And yet, somehow, the ZS has managed it.

You'd need hearing on a par with Superman's to moan about the electric motor, which is all but silent when pulling out of my street and only really audible inside the cabin when accelerating beyond 40mph. Have the radio at a reasonable volume and even that high-pitched whine is difficult to notice.

No, it's the alerts meant to stop you from forgetting your keys, or warn that you've left one of the doors open, that are causing the nuisance. Step out from the driver's seat and the car gives three honks of its horn in quick succession, even if all the doors are shut and the key is safely in your pocket. It doesn't take time of day into account, of course, and cares not a jot that I live in a block of flats, so all my neighbours now are well informed whenever I return home.



Powertrain is mostly hushed; at-work charging removes range anxiety

I've also noticed the 'don't forget to take your key!' reminder appearing on the instrument cluster, accompanied with yet another annoying 'bong', not only when I'm getting out of the car but also, unhelpfully, when I'm getting into it. I've driven cars where merely having the key in your right pocket prevents you from starting the engine, but the MG clearly has no issues detecting the fob.

I've checked all the doors (and the rear hatch) to confirm they're definitely shut correctly, and a diagram on the dashboard showing everything is closed helpfully indicates that I'm not losing my marbles, which leaves me wondering whether an overly eager sensor could be at fault. A trip to my local MG dealer to investigate may be on the cards very shortly.

That minor frustration aside, I have few negatives to report. It didn't take much time behind the wheel to appreciate the comfortable ride, which copes with rougher roads surprisingly well for a car so laden with batteries. The ZS's 17in alloys might not fill its wheel arches as well as the 20s fitted to the BMW i3s I ran prior to this, but with softer suspension and proper tyres instead of skinny-sidewalled run-flats, it feels so much more relaxed at city speeds.

The cold winter mornings aren't having the dramatic negative effect on range I was expecting, either. Defrosting the windows only manages to sap a handful of miles before leaving the driveway, and a 10-mile commute is using up to 15 miles of range depending on how much traffic I'm stuck in – and that's mainly because I refuse to turn the heating off and rely solely on the heated seats. The interior seems to steam up very easily anyway so, regardless of temperature, the HVAC is rarely turned off completely. A pair of gloves now live in the side pocket (there's no heated steering wheel) but, with a charging point waiting for me at the office, I'm never concerned that I'll run out of range.

That wasn't the case for my first real motorway journey: a 150-mile round trip to Oxfordshire for a car launch. With no charger available at the venue, it meant a stop at Cherwell Valley services and 45 minutes hooked up to an Electric Highway rapid charger. I'd downloaded the app beforehand but, even if I hadn't, it only took a minute to register my details, and the charging point worked perfectly. I'm not the biggest fan of coffee, so it meant some twiddling of thumbs while I waited for the battery to replenish rather than a rest stop in Costa, but if everyone's first experience of public charging could be as smooth as this, I think there'd be far fewer detractors of widespread EV adoption.

TOM MORGAN

LOVE IT

RIDE QUALITY
Relaxed suspension and sensibly sized wheels are ideal for smooth city driving in Eco mode.

LOATHE IT

START-UP ANIMATIONS
I don't want a NASA-style systems check every time I start the car. Just show the speedo, please.

TEST DATA

MG ZS EV EXCLUSIVE
Price £26,995 (after gov't grant) **Price as tested** £27,540 **Faults** None **Expenses** None **Range** 163 miles (WLTP) **Last seen** 2.1.20

OWN ONE? SHARE YOUR EXPERIENCE
tom.morgan@haymarket.com

BUGATTI THE UK'S CHIRON, FERRARI PISTA, FERRARI 812, FERRARI 488, FERRARI TESTAROSSA, PORSCHE MACAN, PORSCHE CAYENNE, PORSCHE 911, PORSCHE GT3, PORSCHE PANAMERA, RANGE ROVER VELAR, LAND ROVER DISCOVERY, LAND ROVER NO. 1 DEFENDER, RANGE ROVER, RANGE ROVER SPORT, RANGE ROVER EVOQUE, MASERATI GRANTURISMO, LAMBORGHINI MIURA, LAMBORGHINI HURACAN, LAMBORGHINI AVENTADOR, FUNDER FOR LAMBORGHINI COUNTACH, LAMBORGHINI URUS, LOTUS EVORA, LOTUS EXIGE, ASTON MARTIN VANTAGE, ASTON MARTIN DBS, ASTON MARTIN VANQUISH, ASTON MARTIN DB4 TESLA MODEL X, TESLA MODEL 3, PRESTIGE, SPORTS TESLA MODEL S, BENTLEY CONTINENTAL GT, BENTLEY BENTAYGA, ROLLS-ROYCE PHANTOM, ROLLS-ROYCE DAWN, ROLLS-ROYCE WRAITH, MCLAREN 720S, AND CLASSIC CARS MCLAREN 650S, MCLAREN 570S, MERCEDES-BENZ C-CLASS, MERCEDES-BENZ AMG GT, MERCEDES-BENZ GLS, MERCEDES-BENZ C63, MERCEDES-BENZ PAGODA, JAGUAR F-PACE, JAGUAR F-TYPE, JAGUAR E-TYPE, BMW M5, BMW M4, BMW M3, BMW X5, AUDI R8, AUDI Q7, AUDI S3, AUDI RS4, AUDI A5.

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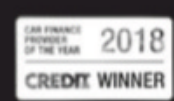

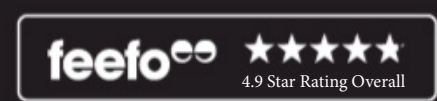

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SUZUKI JIMNY

City slicker heads to the countryside, laden with precious cargo

MILEAGE 10,936

WHY WE'RE RUNNING IT
To see whether the modern-day Jimny is as worthy as its iconic predecessor

Living with the Jimny in London has been a breeze, most notably because of its dinky size and brilliant visibility. But a trip to my parents' home during the holidays gave me the perfect opportunity to spend some time in the Jimny in its natural habitat – the countryside.

As soon as I hit the familiar, rural roads of Bedfordshire where I grew up, the Jimny felt a suitable companion: petite for tight country lanes, elevated for big puddles and with no need for high speeds, which we know aren't the Jimny's forte.

When I was growing up in a tiny Bedfordshire village and winter came around, every night there'd be a slight uncertainty as to whether we'd be able to get anywhere in the morning. Being at the bottom of a valley, there's a hill in every direction, but not enough people living there to warrant road-gritting. Over the years, I've seen plenty of cars in ditches and only just escaped patches of stealthy black ice myself.

Knowing I was coming home for Christmas in the Jimny eradicated any of those concerns. This one particular hill, on which I've seen many a car abandoned, was no contest for the lightweight, sprightly Jimny in four-wheel-drive mode. My parents' house doesn't require getting away from Tarmac but, with plenty of mud-laden fields (I very nearly lost a walking boot on a local hike), I briefly took the Jimny off road and it coped as well as I expected. A proper off-road test, with 4x4 aficionado Matt Prior, will be on these pages in the coming weeks.

Roomy Jimny stood in for Santa's sleigh

Doing short journeys on Bedfordshire roads, the Jimny is the perfect runaround. Its ruggedness and no-frills approach mean I'm happy taking it anywhere, and the muddier it gets the better. Its shortcomings compared with the average new car today – such as ride comfort and stability at high speeds – also become less relevant for this sort of living. You're rarely in the car for more than 20 minutes at a time and your average speed is probably 35mph or 40mph.

And, Suzuki reckons, this is precisely how most Jimnys are used. It says they are "invariably purchased by our customers in rural areas who use them for leisure with some winter use, too", adding that Jimnys are most likely to be a second car that covers low annual mileage.

Based on those previous-generation Jimnys I've spotted, that's correct. They tend to look rough and ready, and consistently have their back seats down, with a few seemingly permanent fixtures in the back such as old blankets, bags full of junk and more. Not that I've been snooping in the rear of Jimnys...

As for the interior itself, it is only ever going to win prizes for durability, but there are a few other areas worthy of note. I've mentioned the heated seats before: I'll admit I'm shamelessly won over by some warmth in winter but, nonetheless, it's a welcome feature – although I've also found the seats comfortable over longer journeys.

The infotainment system is a bit 2005 but still better than some Japanese makers'. Switch to Apple CarPlay, though, and it becomes an incredibly good set-up, exceeding what I'd expect of the Jimny.

Last but not least, its practicality in terms of carrying lots of luggage – in this case, many, many Christmas presents – is brilliant. The rear soon filled up but the boxy design let me use every nook and cranny, and the rear door made loading and unloading quick and easy, too.

RACHEL BURGESS

LOVE IT
DRIVING SLOWLY
No-effort low-speed motoring – perfect for both muddy rural roads and busy towns.

LOATHE IT
DRIVING QUICKLY
Going above 65mph on the motorway as you pass a lorry...

TEST DATA
SUZUKI JIMNY 1.5 SZ5 ALLGRIP
Price £18,499 **Price as tested** £19,149
Economy 39.2mpg **Faults** None
Expenses None **Last seen** 2.1.20

OWN ONE? SHARE YOUR EXPERIENCE
rachel.burgess@haymarket.com

Mazda 3

MILEAGE 4709 **LAST SEEN** 8.1.20

You can tell Mazda is run by car enthusiasts, not bean counters. It's evident in details such as the 3's instruments, which are superbly clear and legible. There's a traditional engine temp gauge, too, and I like the fuel range warning. When it drops below 20 miles, the 'miles to empty' counts down one mile at a time. Perfect for those of us who relish a bit of fuel light bingo. **LA**

Peugeot 508 SW

MILEAGE 4364 **LAST SEEN** 24.12.19

Crikey, these chilly mornings... Thankfully, despite being a diesel, the 508 SW heats up and demists quickly, even after a hard frost. Turn everything up and wait five minutes, resist the urge to scrape and the commute can begin. The effective heated seats have three settings: a quick blast of three bars soon brings a warm glow to my cheeks. **DS**

Ford Ranger Raptor

MILEAGE 12,340 **LAST SEEN** 2.1.20

The outer filler neck on the Ranger Raptor broke. It disassembled itself right at the top. You could still fill the big truck up, and it has been fixed properly at the car's first service, which Rangers need at 12,000 miles. For boring logistical reasons, Ford did this itself, but if you went to a dealer, you'd pay around £245 for the 12,000 mile/annual service. **MP**

James Ruppert

THE HIGH PRIEST OF BANGERNOMICS

A Dacia Sandero is perfect modern-day banger fodder

NEW MODEL ARMY

Which modern-era models make the most likely bangers?

Are we at peak banger yet? I really don't think we have ever had it so good when it comes to cheap, practical and mostly fixable motors. Then reader Bob asked: "Do you think that in the next 10 years we are going to have cars with next to no rust but knackered electronics that are too expensive to fix?"

We have been here many times before. I did think that an old BMW 7 Series was pushing the reliability envelope until I bought Shed 7. It could be done, but not so sure whether any modern motors make sense as bangers. They don't build them any more, do they?

A Dacia is supposed to be the contemporary value-for-money new car that converts into a cheap and cheerful used buy, but I think it may be a case of diminishing returns when a vehicle that is built down to a price enters its second life. Anyway, how about one of those 2013 Dacia Sanderos, in posh Laureate trim and powered by a sub-one-litre petrol engine that attracts a reasonable £30 road tax and should return over 50mpg? All this for just £1995, which is pretty good value and reflects the above-average 87,000 miles it's wearing. Being just a Renault, it should be cheap to fix, and they have become much more reliable anyway over the years. That's banger enough for me.

South Korea was very much the go-to nation for cars that were affordable but which offered Japanese levels of reliability, mainly because the models had started out as Japanese before being rebadged and reborn. They make quite outstanding cars for themselves that can take incredible mileages under their wheels. How about a 2014 Hyundai i20 1.2 Active with one careful owner who has racked up a quite overwhelming 143,000 miles over the past five years? Sold by a dealer with a year's MOT and a warranty, it could be driven away for £2295.

> "A 2014 Hyundai i20 could be driven away for £2295"

When it comes to the Japanese themselves, everything they make is pretty good from the future banger perspective. The feedback readers give is that Honda Civics go on forever. The weird space-shuttle-shaped one is just as good as the legacy (pun intended) '90s models. I found a 2011 1.4 i-VTEC SE with a fresh MOT and service with 123k miles that is just £1995. It will deliver high-40s economy and, although parts can be expensive, there are a lot around, so I'd source most things from scrapyards and off the internet.

When in doubt, though, and to avoid the increasing ULEZ issues, go back in time and future-proof yourself with a classic, which we love doing on these pages. Otherwise, get yourself a '90s legend that is all about quality and character. Exhibit A: this weeks Reader's Ride (see right).

A 2011 Civic should be reliable even with a hefty mileage

WHAT WE ALMOST BOUGHT THIS WEEK

RENAULT ESPACE 2.0 DCI DYNAMIQUE

Years before we were urged to recycle our yoghurt pots, Renault was building recyclable Espaces. Here's one – a 2008 Mk4 with 99,000 miles, which isn't bad for a 12-year-old people carrier. It's a roomy old bus with seven seats and it's 90% recyclable, but just try getting it into your green wheelie bin.

TALES FROM RUPPERT'S GARAGE

MILEAGE 63,009

VOLKSWAGEN GOLF

There's a whole Sunday I won't ever get back, but it was my fault for going along with the whole madcap scheme. An oil and filter change on a 2015 Golf: what could go wrong? Well, my daughter is very hands-on so we jacked it up and put it on axle stands and took off the interminable covers. Trouble was, getting the filter off was impossible. I have all the gear, but maybe because I hadn't been well I just didn't have the core strength. Or the garage torqued it to infinity when they changed it last. Anyway, at least my daughter learned how to be towed in the dark by a lorry.

READER'S RIDE

Mercedes E300d Estate

Here's Andrew's 1996 W124 Mercedes E300d Estate:

"Bought in 2011 for £800 with 166,000 miles, a full history and just two owners from new. I intended it to be an everyday car for my gardening business but, after spending money to make it really nice, I soon used it just as a fine-weather car. With a footprint very similar to a current Golf estate, it's equally capable of winding along lanes as it is cosseting passengers on motorways with its renowned magic carpet ride. It's now at 197,000 miles and, of course, only just run in."

READERS' QUESTIONS

QUESTION Have you any tips for spotting a flood-damaged car beyond opening the doors and letting the water out?

Tim Stebbings, Matlock

ANSWER I examined flood-damaged cars in Carlisle in the wake of the 2015 floods that affected the city. Foul-smelling, covered in silt and with steamed-up windows, it was obvious they'd taken a dip. But there are rumours that, as this year's rainy season drags on, unscrupulous traders and private sellers are tidying up less obviously flooded write-offs and passing them off as bargains. The vehicle you're looking at may have been dried out, so run an HPI check or similar, check the electrics work and turn up the heating to see if the windows steam up. **JE**

QUESTION I have a Jaguar F-Type 3.0 V6 380 R-Dynamic coupé bought in 2018 with some of my pension. I love the car but Jaguar has dropped the engine from the facelifted version. Was I sold a dud?

George Taylor, Sheffield

ANSWER Jaguar says it dropped the V6 due to greater demand for the four-cylinder 2.0-litre and V8 5.0 V8s, so you were sold a 'less desirable' model. But before you write a stiff letter, consider how Jaguar's decision will affect you. Not much, we'd say. Doubtless you bought the V6 over the 2.0 for its stronger performance, locking diff and more agreeable engine note, while compared with the V8 it was simply cheaper. It shouldn't depreciate any more than it was already going to, so we'd say enjoy it! **JE**

SEND YOUR USED CAR TALES TO ✉ james@bangernomics.com **AND READERS' QUESTIONS TO** ✉ autocar@haymarket.com

AS GOOD AS NEW

PEUGEOT 3008

This quirky crossover is ageing well and makes a great used buy, says **John Evans**

In the case of the Peugeot 3008, the wisdom of buying used or, more specifically, nearly new, is clear. For example, the on-road price of a new 3008 1.5 BlueHDi 130 S&S GT Line Premium is £33,210. Of course, no one pays full price and, sure enough, dealers are happy to slice £2700 off that figure, taking it to £30,510. And that's before they reach into their back pocket for things like a deposit contribution and a subsidised service plan. So not bad.

But that pales into insignificance beside the saving you can make buying nearly new. How about £8715 off the full price or around £6000 off the discounted one? The car we're thinking of, which costs £24,495, has done 7500 miles, but it's a 2019/69-reg so would look brand new.

Has the 3008's crown slipped? For months following its 2016 launch you couldn't get one for love nor money, so popular was it. For Peugeot and its dealers, it was the best thing since the 205 GTi. Its handsome looks have blazed a trail for all new Peugeots since and it has spawned a seven-seat version called the 5008.

Still, everything has a sell-by date. Not that the 3008 is on the ropes. It's too handsome, good to drive and well equipped to be written off yet, so shop with confidence but with an eye on haggling the best price possible.

Talking of which, prices start at around £13,500 for one in basic Active trim. Basic, yes, but it's awash with tech including the i-Cockpit (a dynamic 12.3in instrument display), advanced safety kit, rear parking sensors, climate control, a digital radio with phone mirroring, 17in alloys and automatic headlights and wipers. Beyond that there's mid-spec Allure (our pick), then GT Line, GT Line Premium and GT.

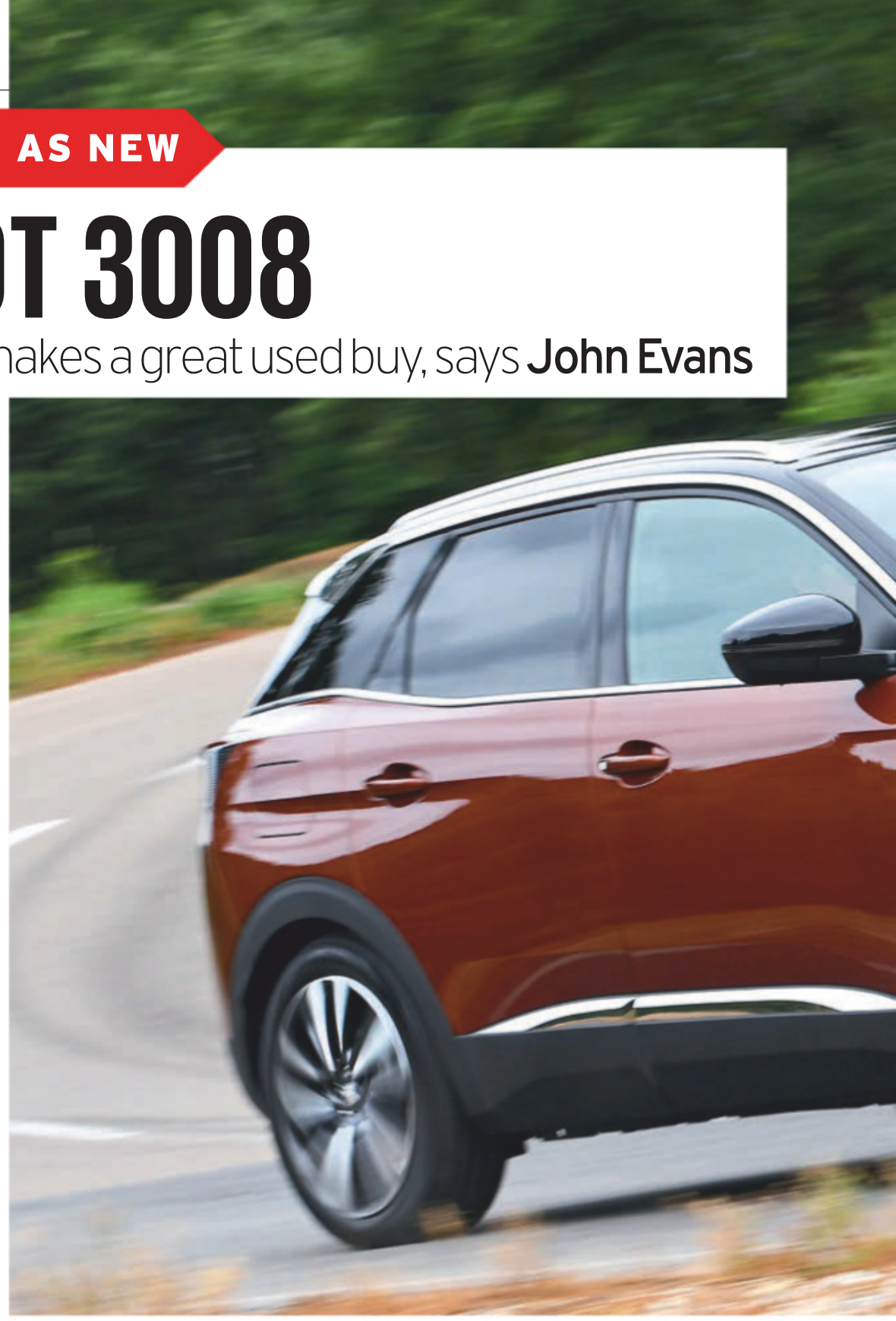
No prizes for guessing that diesel engines – our favourites are the reasonably punchy but impressively economical (expect around 53mpg) 1.6 BlueHDi 120 and its successor, the aforementioned 1.5 BlueHDi 130 – dominate the classifieds, but petrols run them close. That's partly because the petrols are cheaper new, because the 3008 is popular in suburbia where mileages are on the low side and kept in check by PCP limits, and because they're so darned good. The sweet-natured but still reasonably urgent 1.2 PureTech 130 is our pick.

Which to choose? Given how things look for diesel it has to be the petrol, but that same thinking explains why, despite costing £1500 more when new, a used diesel is today around the same price as its petrol equivalent. We found a 2018/68-reg 1.2 PureTech Allure with 14,000 miles for £18,599 and a same-age 1.5 BlueHDi with 18,000 for just £300 more. Just don't think of going to Bristol in it.

There are larger petrol and diesel engines, of course, some with automatic gearboxes although the 1.5 BlueHDi 130 is available with a relaxo-matic called the EAT8. It's pretty impressive.

So, handsome, well equipped, good to drive and ever cheaper: a Peugeot 3008 makes a great used buy.

TOP SPEC PICK
GT
This version wants for little, with everything from GT Line and GT Line Premium below it plus a 360deg camera system and powered seats. Only offered on 2.0 BlueHDi EAT8 and Hybrid, though.



It's practical inside but panoramic roof limits head room

BEST LEASE DEALS FOUR-DOOR COUPES

BMW 630i SE GT
£2094 deposit, £698 per month, 24 months, 10,000 miles per year
The 6 Series GT echoes the old 5GT with a body more like a hatchback's than a coupé's, making it incredibly roomy. Build quality is all you'd expect and the infotainment system is among the best.

BMW 420i M SPORT GRAN COUPE
£1134 deposit, £378 per month, 24 months, 10,000 miles per year
Another stylish BMW hatch with good practicality and great driving manners. The rear could use a little more head room and the ride is harsh on larger wheels, but otherwise it's everything a BMW coupé should be.

MERCEDES-BENZ CLA 180 AMG LINE
£1315 deposit, £438 per month, 24 months, 10,000 miles per year
The classy CLA is a seriously tempting proposition with a smart interior and great infotainment, plus it's good to drive. Downsides are poor head room in the rear and it's not quite as practical as rivals.

NEED TO KNOW

- For optimum traction on slippery surfaces, go for Allure trim or up and the optional Advanced Grip Control offering four traction modes – Normal, Sand, Mud and Snow – plus hill descent control.
- If you carry tall passengers beware the panoramic sunroof that's an option (around £870) on most versions and standard from GT Line Premium upwards. It really eats into head room, making the rear cabin even more cramped.
- One option worth looking out for is the Focal loudspeaker system, available from Allure trim upwards but standard on GT versions.
- Diesel Peugeot 3008s rank fourth in the What Car? reliability survey and petrols fifth. Above them are the Audi Q3, Volvo XC40 and, in top spot, Kia Sportage.

OUR PICK

PEUGEOT 3008 1.5 BLUEHDI 130 S&S ALLURE

This or the earlier 1.6 BlueHDi 120 are our pick for their solid performance and good economy. Allure trim is good value: a 2018-reg 1.5 BlueHDi with 12,000 miles will cost £17,999.

WILD CARD

PEUGEOT 3008 1.2 PURETECH 130 ACTIVE

It may be the entry-level model but fear not, it's loaded with great kit, while the 1.2-litre petrol engine is a sweet-natured worker. A 2018-reg with 17,000 miles is £15,500.

ONES WE FOUND

- 2017 3008 1.6 BlueHDi 120 Active, 45,000 miles, £13,800
- 2017 3008 1.2 PureTech 130 GT Line, 32,000 miles, £17,000
- 2018 3008 1.6 THP 165 GT Line EAT6, 11,000 miles, £22,500
- 2019 3008 2.0 BlueHDi 180 GT Line Premium, 10,000 miles, £27,900

Nearly new diesels and petrols are about the same price today

Even basic Active trim has good equipment levels

MERCEDES-BENZ CLS 350 AMG LINE

£2120 deposit, £707 per month, 24 months, 10,000 miles per year

This luxurious Merc express offers punchy six-pot engines, a well-stocked cabin and enjoyable handling. Specify adaptive suspension for the best ride; back-seat passengers might want for head room.

AUDI A7 SPORTBACK 45 TFSI SPORT

£1477 deposit, £492 per month, 24 months, 10,000 miles per year

The A7 proves you can have your coupé cake and eat it, with plenty of space, including in the rear. It's a top-quality cabin, too, with lots of equipment as standard that's spoiled only by a fiddly infotainment system.

AUDI A5 SPORTBACK 35 TFSI SPORT

£917 deposit, £306 per month, 24 months, 10,000 miles per year

It might not be the most thrilling luxury four-door coupé to drive, but the A5 Sportback comes with a choice of smooth, powerful, efficient engines, class-leading cabin quality and practical hatchback boot.

For more lease deals, visit whatcar.com

BUY THEM BEFORE WE DO

LUTON'S TAKE ON LOTUS

Vauxhall VX220 Turbo £14,000

Our round-up of Lotus-engineered rarities opens with the VX220. The Vauxhall shared key parts with the Elise and was built at the same factory, and it went on sale in 2000 supported by an appalling ad campaign that held back sales.

It was why, for many years, the car was a bargain. Not any more. Today you'll pay almost as much for a VX as you will for an Elise, mainly because everyone now knows the little Vauxhall is just so darned good.

Prices open at around £10,000 for a Turbo but we were drawn to one costing £14,000. The private-sale, two-owner car was registered in 2003 and has done 45,000 miles. It looks tidy but there's nothing about the service history and it has had a respray. Maybe one dealer's 2003-reg, 86,000-mile example for £10,990 would be a better buy. At least it's original and has some history.

The Turbo made 200bhp – ample for a car that weighed just 930kg. There was a 2.2, too, which produced a less impressive 145bhp, although this version of the VX was even lighter at 875kg. We found a pretty 2001 example with 38,000 miles for £11,995. The Turbo is the one people want but the 2.2 is still a lot of fun.

Talking of which, the ultimate VX is the VXR220. It was launched in limited numbers in 2004 powered by a tweaked version of the 2.0-litre turbo motor producing 220bhp. We found a 2004-reg with 20,000 miles for £19,500 – a reasonable price given it was limited to just 60 cars.

Things to look out for when buying any VX are noisy timing chains on 2.2s, a crumbling cooling system, worn suspension bushes, a damaged body and water leaks into the cabin.

JOHN EVANS

ELECTRIC TRAIL-BLAZER

Tesla Roadster 2.5

£69,000

Tesla's Lotus Elise-based first car was launched in 2010 costing £88,000. We reckoned its real-world range was around 130 miles. It's a future classic. Our find here is a 2011-reg example with 27,000 miles. Its battery health is reported to be 'good'.

UNUSUAL ISUZU COUPE

Isuzu Piazza Turbo

£2800

With Giugiaro styling and suspension transformed by Lotus, the Piazza Turbo coupé was tempting – sort of. Isuzu is synonymous with trucks and corrosion was an issue, but this rare and tidy 1989 find with 73,000 miles has to be worth a punt.

SWEET-HANDLING SATRIA

Proton Satria GTi

£3595

The Satria GTi of 1999 benefited from Lotus's handling nous but was hobbled by ambitious pricing and a lacklustre image. Here's a beauty: a 2001-reg with 52,000 miles, full service and just two owners. Think of it as a British(ish) hot hatch.

WILD CARD

Vauxhall Lotus Carlton

£39,950

We have Lotus Carltons advertised for £125,000 and most are around £60,000, so why is this 1992 example so cheap? Its 98,000 mileage isn't uncommon, so maybe it's the rebuilt engine, new turbos and gearbox, new sills, new rear doors...

AUCTION WATCH

BMW 330Ci CLUBSPORT

The E46 M3 is the one people want, but for one buyer only this pretty 330Ci CS would do. The one-owner, 2002-reg car had done only 17,000 miles and was immaculate. There wasn't much paperwork or history, but that wasn't going to put them off parting with £13,500. Strong money, but while the 330Ci was possibly a bit soft, the Clubsport spices things up with slightly quicker steering, stiffened and lowered suspension, a bodykit and Clubsport kickplates. It also has 20kg less sound insulation – the better to enjoy that sweet, 228bhp 3.0-litre straight six.

FUTURE CLASSIC

Alfa Romeo 4C Price £31,950

Hardly a bold prediction, but the petite, hand-built, carbonfibre-tubbed 4C has future classic written all over it. For now, though, prices are slipping, partly because it's winter, partly because it's no longer made so it's relatively invisible and also because – whisper it – it's not very good. Well, it's sensational on a polished track, but its steering writhes in the hands on our pockmarked roads, the engine suffers turbo lag and the gearbox is slow-witted in auto mode. Far from perfect, then, but since when was that a requirement of a future classic?

CLASH OF THE CLASSIFIEDS

USED CAR DESK DOES BATTLE

BRIEF

Find me a Euro 6-compliant diesel for £10,000.

BMW 520d M Sport £10,000

Mini Cooper SD 5dr £9799

MARK PEARSON I don't often get excited by cars and hardly ever by those powered by a diesel engine, but look at this magnificent and class-leading 2013 BMW 5 Series for £10,000, complete with a punchy and economical ULEZ-compliant engine. Where do I sign? What's yours, Max?

MAX ADAMS Hang on, you work for Autocar and aren't excited by cars? Should you be admitting that? Well, mine also comes from BMW, but in the guise of a lovely Mini Cooper SD that's three years younger than your worn-out old barge.

MP Excitement's not good for me at my age. Anyway, I think the Mini's a bit dull and even worse with a diesel engine. My Beemer does all a car should do. It's an easy choice here.

MA I agree. Your 520d is from the period when there were issues with worn timing chains, so my Mini is by far the better and more reliable choice. This one also has the Chili pack.

MP Mine looks more impressive. It's a luxury car, Max, whereas yours is a bit on the common side.

MA Well, you'll have plenty of chances to admire your BMW or sit back and make yourself comfortable in it while it's conked out at the side of the road.

MP Jealousy. Remember, only shallow people don't judge by appearance.

MA Shouldn't that be the other way around?

VERDICT

Diesel do nicely, and the Mini gets my vote.

JOHN EVANS

HOW TO BUY AN

MG ZR

BY POPULAR DEMAND

The MG ZR is a potent little hatchback with a loyal following. They can be cheap as chips now, but you can also buy a (nearly) new one. **John Evans** finds out more

Although production ceased 15 years ago, you can still buy an MG ZR with delivery mileage and only the supplying dealer's name in the log book. You'll have to be quick, though, because just three of them remain unsold.

One such example is with Hursley Hill SMG in Bristol. It's an independent garage now but it was once one of Rover's most successful dealerships. When the car maker was approaching collapse, SMG bought from it 300 factory-fresh MG Rovers of all types, and in the years since then it has been steadily making its way through them.

Its ZR is one of the last. The 2004-registered model has done just 91 miles, or about the distance from the MG Rover factory at Longbridge to Bristol. It's been in storage ever since. It's a ZR 1.8 120 and costs £6995, making it one of the most expensive ZRs in the country.

It's bound to be snapped up by a collector. The fact is, despite history looking more kindly on more accomplished rivals, including the Renault Sport Clio 172 and 182, the MG ZR stills inspires affection.

The ZR was launched in 2001 as a sporty take on the Rover 25. Available as a three- or five-door, it had stiffened and lowered suspension, a bodykit and smart alloy wheels. Buyers could choose from three Rover K-series petrol engines: a 1.4 producing 102bhp and badged 105, a 1.8 producing 115bhp and badged 120, and a 1.8 VVC producing 158bhp and badged 160. So you don't get them mixed up, the 105 has brake discs at the front and drums at the back, while the other two have discs all round, vented at the front. The 160's are larger and it has ABS, too.

There were two 2.0-litre diesel versions, by the way. SMG has a 2004-reg ZR 2.0 TD 115 with just 10,000 miles, another legacy of its 300-car purchase and which it's selling for £5995. However, it's the petrols that interest us and which interested buyers back in the day. The 105 was the big seller. The 120 is quicker and the 160 quicker still (it can hit 62mph from rest in 7.4sec), but you have to work the engine to notice. At the time, Autocar's road test of the 160 (which then you could buy for £12,625) damned the model with faint praise, remarking how comfortable it was before noting how soft and rubbery the car felt in corners. At least now you know how a good used one should feel.

Anyway, regardless of what the testers thought, the ZR was a hit, especially with young drivers who appreciated its looks, performance and value for money. It was facelifted in 2004 (by Peter Stevens of McLaren F1 fame). Some bemoaned the switch from four to two headlights but few could argue with the improvements in fit and finish. At the same time, two trims – called Trophy and Trophy SE – made an appearance, the former featuring a sunroof, the latter air conditioning. And then, in 2005, it was game over. Still, it was fun while it lasted.

The ZR was sold in both three- and five-door forms

MG Express
No, not a go-faster ZR, but a car-derived van version. Only 317 were made.

Don't expect much more than rattles from the interior

> History looks more kindly on accomplished rivals, but the MG ZR still inspires affection

HOW TO GET ONE IN YOUR GARAGE

An expert's view

NICK NEWEY, SUMMIT GARAGE

"We've been MG dealers since 1945 and I've been working on Rovers and MGs for 34 years. If we get a good ZR in stock, which we do from time to time, it sells quickly. The model still looks good but it looked even better with its go-faster decals, alloys and low-profile tyres. Because it was so light, all three petrol versions were nippy and fun to drive. The engines were generally reliable, let down only by the head gasket. It's why you should check the filler neck for emulsion and the coolant for oil contamination. Rust never used to be a problem but that might not be the case 15 years on."

Buyer beware...

■ ENGINES
Check oil filler neck for sludge and the coolant bottle for oil contamination. Check the coolant level, go for an extended drive then check it again. Inspect the inlet manifold for leaks (causes uneven idling) and the condition of the radiator. Replace if original. Engines should have had at least two cambelt changes by now. OBD2 diagnostic compliance means you can check electrical or running issues with a code reader.

■ GEARBOX
Later 'boxes can feel stiff but should loosen up. A whiny fifth gear on 120s and 160s could spell a gearbox rebuild. If pressing the clutch silences it, it may only need new input shaft bearings.

■ SUSPENSION AND BRAKES
Check for broken springs and expect tired bushes and dampers. Pulsing brake pedal on cars with ABS points to one or more failed reluctor rings.

■ ELECTRICS
Body control module for the electric windows, wipers and immobiliser on later cars can give trouble. Check condition of the tailgate harness – it can be worn away by the tailgate opening and closing.

■ BODY
Rust outbreaks on the front wings are easily repaired. Expect more serious issues around the rear wheel arches.

■ INTERIOR
Accept it will rattle annoyingly and you'll be fine. Beware a car with a shabby interior, though: it could point to neglect elsewhere.

Also worth knowing

In 2014, Warranty Direct said the K-series engine in the MG ZR and other models was the one most likely to blow its head gasket. The engine runs on relatively little coolant so even a small drop in level can be catastrophic. One solution is to fit a so-called N-series gasket, high tension bolts and reinforced oil rail. Contact dmgrs.co.uk

How much to spend

£500-£1199
Mix of decent high- and mid-mileage cars including a rare, one-owner 105 Trophy SE with 129,000 miles but full service history for £594.

£1200-£1749
Tidier cars with between 50,000 and 80,000 miles, including a bright-looking 2002-reg 160 with one private owner but only part history for £1745.

£1750-£2995
Mileages closer to 50,000 and among them a 2005-reg 105 with 52,000 miles, two previous owners, full service history and a new cambelt.

£4750-£6995
A handful of exceptional cars.

One we found

MG ZR 160 1.8 VVC, 2005-REG, 77K MILES, £1950
Private-sale car is a lovely example of the quicker 160 version with full service history and a new cambelt, brakes all round and an OE twin-pipe silencer. Has just had a major service, too. Only spoiled by a couple of small rust outbreaks on the front wings.

Thanks to Nick Newey (summitgarage.co.uk)

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J888 AKY	£1100
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LI2I ALX	£650
FI9 ALY	£750
L25 ALY	£650
S90 ALY	£850
L3I AMA	£950
L3I AMC	£650
GI2 AMG	£1100
L2I AMG	£950
P28 AMG	£850
S30 AMG	£1100
M40 AMH	£650
K2 AML	£1200
L3I AML	£650
L26 AMM	£650
L2I AMP	£650
L2I AMR	£650
L2I AMS	£2500
L3I AMY	£1400
LI2I AMY	£1200
P27 ANA	£950
L25 AND	£750
VIII AND	£1300
L26 ANG	£950
L3I ANG	£1200
ANN 6A	£5100
PI5 ANN	£1300
L2I ANN	£1900
R2I ANN	£1700
M6 APM	£750
M2I ARA	£650
L24 ARA	£1200
LI2I ARA	£850
L27 ARM	£750
L3I ARM	£650

M3I ARM	£650
C9 ARN	£1100
R2I ART	£650
M25 ART	£650
H888 ART	£650
LI0 ARY	£750
EI4 ARY	£650
M23 ARY	£750
L8 ASD	£750
L26 ASH	£1300
L27 ASH	£1200
N23 ATT	£650
PII ATY	£1500
L3I AVY	£650
M26 BAR	£650
R35 BAR	£650
M29 BAS	£650
H4 BAX	£750
M8 BAX	£750
TI2 BBY	£750
N2I BBY	£650
L26 BEC	£850
L27 BEC	£750
BEK 2A	£1900
BEK 4A	£2400
M24 BEK	£650
M23 BEL	£750
N27 BEN	£1500
P27 BEN	£1300
P23 BET	£650
L3I BET	£750
R20 BEV	£1100
R23 BEV	£950
600 BJ	£3500
BL 632	£3500
43 BO	£4200
5555 BO	£2500
P2I BOB	£1200
P23 BOB	£950
P77 BOB	£1100
H9 BON	£950
L2I BON	£650
L3I BON	£850
P23 BOX	£650
S26 BOX	£750
M27 BRY	£1100
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W9 BUD	£850
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765 CAB	£1900
Y26 CAL	£850
LI23 CAL	£650
M26 CAN	£650
B80 CAR	£750
M2I CAS	£850
L26 CAS	£1100
M3I CAS	£750

P23 CAT	£1100
D24 CAT	£1200
M28 CAT	£1100
M29 CAT	£950
TI23 CAT	£750
50I CCJ	£1300
BI CDJ	£650
M28 CER	£650
L24 CES	£650
N3 CHA	£850
EI0 CHR	£650
S87 CHR	£650
M24 CJB	£650
L27 CJS	£650
M23 CJW	£650
N7 CLK	£750
W8 CLK	£650
M2I COB	£650
P2I COB	£650
R23 COB	£650
R3I COE	£650
N2I COL	£1400
N23 COL	£1200
L96 COL	£1100
L2I COM	£750
M2I COM	£950
M24 COM	£850
M32I COM	£650
L2I CON	£650
N3 COP	£750
L2I COS	£650
M2I COS	£750
N26 COS	£650
M28 COS	£650
N3I COS	£850
NI2I COS	£750
NI23 COS	£650
KI3 COX	£650
CSU 943	£750
I953 CW	£2700
K5 DAF	£750
SI7 DAL	£650
L32I DAN	£1300
DAR 55L	£1300
L29 DAS	£650
M3I DAS	£650
N4 DAT	£2100
N23 DAV	£750
J5I DAV	£950
M777 DAV	£650
L3I DAW	£650
4830 DD	£1500
L2I DDS	£650
PI9 DEB	£1500
S32I DEC	£650
A8 DEE	£1700
L9 DEE	£1600
DI0 DEE	£1600
L2I DEE	£1500
M2I DEE	£1500
N2I DEE	£1400
P2I DEE	£1500
M23 DEE	£1400

M24 DEE	£1300
L2I DEL	£950
N24 DEL	£650
M29 DEL	£850
L3I DEL	£750
M23 DEM	£650
DEN I4	£4700
L2I DEN	£1500
N23 DEN	£950
P24 DEN	£1100
A77 DEN	£1700
SI23 DEN	£850
L24 DER	£650
DES 2M	£1800
P700 DES	£650
DG 7422	£2500
L26 DJB	£650
L23 DJC	£850
L26 DJC	£750
405 DJD	£1300
L22 DJP	£650
JII DJS	£650
I98 DK	£3200
L9 DLW	£650
L29 DMS	£650
7629 DN	£1300
PI2 DOC	£650
P2I DOG	£650
T7 DOL	£750
L2I DOL	£650
R30 DON	£1300
J400 DON	£650
DI DOT	£2500
SI4 DOT	£650
KI6 DOT	£850
L66 DOT	£750
994 DOT	£1100
I054 DP	£1800
DS 9896	£1400
N9 DSB	£650
K2 DSM	£650
M2I DUG	£750
P2I DUG	£650
DUG 77Y	£850
DUG 409	£1700
M26 DUN	£650
I08 DVK	£750
EA 9678	£1300

S5I5 EAN	£850
EAR 5L	£2200
4II EC	£3300
I988 EC	£1900
EC 826I	£1400
RI2 EDD	£650
EE 994I	£1800
II22 EG	£1900
K7 EGG	£850
L3I EGH	£1900
EJ I008	£1900
58 EK	£4500
B4 EKS	£1900
T8 EKS	£650
258I EL	£650
L2I ELA	£650
L2I ELE	£650
N2I ELE	£650
B6 ELL	£2300
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M2I ELS	£650
L25 ELS	£750
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M26 ELS	£650
L24 EMA	£850
M24 EMA	£750
M26 EMA	£650
EMM 3Y	£5500
MI23 EMM	£650
II0 ER	£4300
N4 ERN	£750

AI6 EVE	£1200
L2I EVE	£1100
N2I EVE	£950
P23 EVE	£650
J888 EVE	£650
557 EW	£3100
555 FB	£3400
L2I FEE	£650
P2I FEE	£650
R2I FEE	£650
M23 FEE	£750
M24 FEE	£650
I699 FM	£1500
P26 FOX	£950
L2I GAB	£650
L2I GAR	£750
M2I GAR	£650
GAR 795Y	£850
L2I GAV	£750
AI GBB	£950
P23 GEE	£750
A6 GEF	£1300
T9 GEF	£1200
HI0 GEF	£950
AII GEF	£1100
GER 3Y	£4700
M28 GGS	£750
GIL 7688	£750
888 GJ	£3500
AI6 GRA	£750
J60 GRA	£850
GUM IY	£3500
D6 GUY	£1200
TI3 GUY	£750

735 HBF	£750
HIB 453	£750
547 HLW	£750
270 HMD	£650
26 HO	£3600
P2I HOG	£750
R27 HOG	£750
4444 HS	£2500
HUG 2H	£4100
374 HUL	£750
N23 JAC	£1300
L3I JAC	£1400
N900 JAC	£750
P3 JAG	£1700
HI0 JAG	£1300
JAK 2Y	£3900
J6 JAK	£2800
P27 JAK	£1100
L33 JAM	£750
JAN IIM	£2200
CI9 JAN	£1500
N2I JAN	£1400
R2I JAN	£1500
N24 JAN	£1300
T33 JAN	£1500
JAN 39W	£1500
E7I JAN	£1200
B92 JAN	£950
Y300 JAN	£850
WI8 JAS	£1100
N27 JAS	£1200
P23 JAY	£1400
J77 JEF	£750
N27 JEN	£1600

R6 JMG	£950
I02 JN	£2700
J0D 30Y	£2500
JON 2D	£4400
N24 JON	£1500
W25 JON	£1400
JON 4IR	£2600
243 J0Y	£1700
EI8 JPM	£850
V23 JPM	£750
JUD 2IY	£3100
JW I59I	£3100
J5 KAS	£1500
M2I KAS	£850
N2I KAS	£750
L24 KAT	£1100
L28 KAT	£950
W8 KAY	£1400
KI4 KAY	£1700
LI4 KAY	£850
M2I KAY	£1300
P2I KAY	£1100
N3I KAY	£850
N2I KEL	£750
KEN 4Y	£2900
KEN I7P	£1400
X23 KEN	£1100
T26 KEN	£1300
X99 KEN	£1200
M32I KEN	£750
N555 KEN	£850
GI4 KES	£750
KES 444A	£850
M23 KEV	£950

LAM IY	£3900
LAM 6Y	£3400
L2I LAM	£750
M2I LAM	£750
N24 LAN	£750
LAR 2F	£950
LAR 3Y	£1900
M2I LAR	£850
M23 LAR	£750
R6 LAS	£950
B30 LAW	£1300
L3I LAW	£1200
R200 LAW	£750
L23 LEA	£850
M23 LEA	£750
A45 LEA	£850
P23 LEE	£1600
N24 LEE	£1500
L26 LEE	£1300
L27 LEE	£1200
YI LEN	£1500
LEN 6P	£1400
LEN 6X	£2100
LEN 8A	£2700
BI2 LEN	£1400
L2I LEN	£1300
N24 LEN	£1300
LEN 26	£3100
R55 LEN	£750
LEN 353	£2500
LEN 630	£2200
P5 LES	£1500
N8 LES	£1400
N2I LES	£1400

I5I LL	£3100
L2I LLL	£750
630 L00	£950
L27 L0R	£750
J3 L0S	£1100
M2I L0S	£750
M24 L0U	£1300
R38 LPH	£1100
N23 LYN	£1200
L24 LYN	£1400
L3I LYN	£1400
LYN 65D	£1500
L3I LYS	£750
MAC I3Y	£2900
M23 MAC	£1600
N23 MAC	£1300
P2I MAD	£750
M27 MAD	£850
MI4 MAG	£1300
PI5 MAG	£850
N2I MAL	£1100
N23 MAL	£850
L24 MAL	£1400
L3I MAL	£1500
MAR 8Y	£4100
C24 MAR	£1300
S54 MAR	£1300
RI2I MAR	£750
L27 MAS	£750
P23 MAT	£1400
L24 MAT	£1400
M24 MAT	£1600
L25 MAT	£1300
N27 MAT	£1100

R24 MAY	£750
G23 MEG	£1100
L27 MEG	£950
L28 MEG	£850
PI2I MEL	£950
V70 MJC	£750
NI MJE	£750
L9I MJH	£850
L27 MJW	£750
JI MKB	£1100
P4I MLA	£1900
L8 MMS	£750
L2I MOG	£750
S999 MOL	£750
342 MON	£1800
P2 MPW	£750
97I4 MT	£1500
H8 NAM	£1900
NAS 2H	£3400
NAS 6H	£3300
J008 NAS	£850
L2I NAS	£1300
L24 NAS	£750
NAT 8N	£3400
J77 NAT	£1400
N28 NDY	£750
L27 NES	£750
N3I NES	£750
W88 NES	£850
A2 NET	£2800
DI NEV	£1300
B8 NEV	£850
I955 NJ	£1800
PE07 NNY	£950
M2I NNY	£1400
M29 NNY	£750
M3I NNY	£1300
L23 NOX	£1200
A5 OAT	£950
T2 OLY	£1500
D9 OLY	£1400
L2I ONA	£850
L2I ORD	£950
599 OS	£2800
L2I OUS	£750
PAG 63E	£750
PAM 7P	£2600
E8 PAM	£1500

M9 PAM	£1600
SII PAM	£1400
JI2 PAM	£1200
Y29 PAM	£750
T3I PAM	£950
K33 PAM	£1100
PAN 66I	£1300
PAT 3T	£2500
VI7 PAT	£1300
CI8 PAT	£1400
PAT 4IK	£1600
D48 PAT	£1200
D89 PAT	£950
D32I PAT	£750
PAU I6A	£3100
PAU I8A	£3300
PAU I44A	£2400
PAZ 42	£1200
PEG IY	£2100
L2I PEN	£850
PEN 3IY	£2100
PEP 624	£850
5967 PF	£1300
6784 PJ	£1300
N6 PJH	£850
PM 3282	£3300
PMJ 576	£850
N6 PMW	£750
POW IIL	£2500
PP 4928	£2600
9900 PP	£2300
TI RAC	£2300
P23 RAJ	£750
L23 RAM	£850
NI RAS	£1100
M27 RAS	£750
N4 RAY	£2500
VI4 RAY	£950
R27 RAY	£1500
RAY 32M	£1700
RAY 59R	£1800
RB 6542	£2600
REE 5A	£3200
A25 REG	£750
REW 945	£1200
REX IC	£1600
D7 REX	£750
RFK 329	£650
9000 RJ	£2600
E6 RJP	£750
95 RN	£5100
L24 RNE	£750
58 RO	£4900
N2I ROB	£1600
N24 ROB	£1400
L333 ROB	£1100
ROD 5Y	£2600
ROD IIR	£1800
G6 RON	£1900
TII RON	£1600
WI4 RON	£1500
R2I RON	£1500
E34 RON	£1100

RON 47A	£2900
J66 RON	£1400
S77 RON	£1500
RON 327R	£850
E5 R00	£750
E2 ROS	£1600
ROS 3A	£2700
ROS 9A	£2400
WI7 ROS	£750
S50 ROS	£1500
MI0 ROY	£1200
TI4 ROY	£1200
ROY 60W	£1600
ROY 398W	£750
ROY 683	£2400
L24 RRA	£750
L24 RRS	£850
P24 RRS	£750
L23 RRY	£950
M23 RRY	£850
M26 RRY	£750
G322 RRY	£1800
L2I RUS	£850
M29 RUS	£950
L3I RUS	£750
C43 RUS	£850
RUT 9H	£4500
LI0 SAL	£1300
N2I SAL	£1200
L24 SAL	£1100
L24 SAM	£1700
SAM 42N	£2500
SAM 45N	£2700
D5I5 SAM	£950
L2I SAN	£1400
L28 SAN	£1300
R45 SAN	£1200
S777 SAN	£2400
GI7 SAR	£950
L2I SAR	£850
M24 SAR	£750
SDD 72I	£1500
DI0 SEL	£750
L2I SEY	£950
L3I SEY	£1100
L23 SHA	£750
M24 SHA	£950
N24 SHA	£850
N24 SHE	£750
SH0 967	£1100
L28 SJB	£750
LI S0F	£750
L3I SON	£950
NII SPR	£850
A3 SPT	£950
I593 SR	£1800
D5 SRG	£750
204 STD	£650
B8 STS	£850
M2I STU	£1400
P2I STU	£1300
53 SU	£4100
555 SU	£3100

EI4 SUE	£1600
RI7 SUE	£1700
N24 SUE	£1400
L27 SUE	£1500
J63 SUE	£1700
SUE 79W	£2500
SUE 422R	£1300
SUE 762R	£1200
CI SUS	£1600
R23 TAM	£750
N8 TAS	£1500
N2I TAS	£950
N3I TAS	£850
J55 TAY	£750
N55 TED	£750
L2 TEL	£1800
F4I THE	£3300
L3I TLE	£950
J70 TOM	£1700
K88 TOM	£1600
P2I TON	£750
L23 TON	£850
L27 TON	£1500
I85 TR	£3800
TRO 2Y	£1700
TRO 8Y	£1800
852 TTT	£850
9254 TW	£1700
UCF 280	£750
75 UE	£3400
28 US	£4500
L2I USH	£1100
82 UV	£4100
267 UXF	£850
UZ 6I74	£850
295 VAE	£950
3970 VB	£750
VDR 45	£1300
55 VE	£3900
KI2 VEN	£750
5920 VF	£650
I664 VM	£1300
I95 VYB	£650
WAE 234	£750
WAL IIL	£1300
WAS 422	£1100
R2 WAT	£1300
CI WES	£1800
L28 WES	£950
WR I84	£2300
WRH 308	£850
WRX 207	£850
L24 WRY	£850
L28 WRY	£750
N9 WYN	£850
L2I WYN	£750
L3I WYN	£950
DI4 XEY	£1200
R22 YAN	£2300
YBH 396	£750
5I0 YUY	£750
YVM I3	£850
679 YVX	£750

SIMILAR REGISTRATIONS WANTED FOR IMMEDIATE PURCHASE

J77 ERY	£650
ES 9767	£1700
4988 ET	£1300
EVA 3N	£2300
EVA 8N	£2400
458 EVA	£1500

GYL 8S	£1600
HAP 45	£1500
RI5 HAR	£1500
L25 HAR	£850
N28 HAR	£750
L2I HAY	£750

L9 JEP	£750
P2 JER	£850
R6 JER	£950
P25 JES	£850
C77 JES	£950
AI4 JK0	£850

693I K0	£750
6588 KR	£1200
CI KSW	£950
N2I KYM	£750
LAC 7Y	£4100
W5 LAH	£750

L24 LES	£1300
Y35 LES	£1200
M32I LES	£1300
M2I LET	£750
L28 LEX	£750
LEZ 494	£650

J30 MAT	£1500
PI2I MAT	£750
PI23 MAT	£850
L26 MAX	£1700
S29 MAX	£1500
P3I MAX	£1300

SILVERSPEED

WANTED SHORT NUMBER PLATES FOR CASH!!!!

Dealers in quirky cars and great plates at realistic prices

We only sell plates we own. Good old fashion service. Been in the business 25 years.

Tel 07961 808069 • Email alspeed@live.co.uk

REWARD I NEED A 2 CHARACTER PLATE FOR CASH
Example like M6 or 4A
Urgent private sellers please call!!!

FANTASTIC INVESTMENTS

22 0 — SOLD
14 0 — POA

NUMBER 1 PLATES THE ULTIMATE INVESTMENTS

1 XOX £9,995
1 VDN £14,995
1 HXA £6,995
1 AYK SOLD
REN 1 £75,995
1 URD £8,995
1 VTV £9,995
1 YYG £7,995
1 EXS £9,495
FXN 1 £7,295
VMB 1 £19,995

GREAT SHORT PLATES

2 YJL £2995
3 AKU £6995
3 AKE £7995
3 VJY £3995
3 0JX £3995
4 NJY £3995
4 XNE £3495
5 GKY £2995
6 UYG £2995
8 XEU £2795
8 KYU £2495
8 VJY £2995
8 0XV £4495

2 AND 2'S

50 EU £4995
10 YV £4995
41 HU £4995

GREAT VALUE

92 VAN £3995
88 YHB £1495
88 HXE £1495
88 LXK £1495
88 U0X £1495
80 XON £2495
80 XYX £2495
80 XV0 £1995
77 UXY £1295
66 0XV £1695
66 NRY £1495
60 XKY £1695
50 XES £1995
55 HDX (Mercm, SL55) £1995
40 0AY £1995
44 XAM £2495
37 DCY £1495
33 GKY £1495
30 VYP £1695
15 0XE £1695
10 YVA £1695

FUN PLATES

101 0U £8995
934 EL £2500
8070X (Botox) £6995
111 0V (LOVE) £5995
300 TA £5995
101 AE £4995
000 7A £8995
4664 H £3995

NAME PLATES

EVE 5E (EVE) £3495
UMAIA (UMA1A) £3995
NAD74A (NADIA) £2995
HEN4A (HENNA) £4995
JAY4E (JAY) £5995
YOU63F (YOUSEF) £6995
MUS55A (MUSSA) £14995

NICE SHORT PLATES

MUDIY £7995
TOPIK £3995
XAMIS £1495
FLOIX £2495
GADIX £2495
VETID (VET) £3495
YOUIG £2995
RAE3E £2995
VIJCE £995

3 AND 3'S ALWAYS GREAT VALUE AND TAKE OFF THE AGE OF YOUR CAR

DSJ 117 £1495
111 0YF £1495
200 0EX £1695
500 0YS £1595
333 0XU £1495
333 UXX £1295
444 XAA £1995
RF0 447 £995
600 VUY £1295
666 VRX £995
777 UEX £1295
747 0YE (Pilot) £2995

BARGAIN BUCKET RDUCED TO SELL BE QUICK!!!

KUI 166 £699
5439 BZ £995
AAZ 550 (Ferrari 550) £1295

ROAD TEST RESULTS

Facts, figures, from the best road tests

No one produces as thorough a judgement on a new car as Autocar. As well as acceleration, braking, fuel economy and noise tests, we carry out benchmark limit-handling tests, setting lap times if appropriate. But we don't just drive at the track, essential as it is for finding the limits of performance. We also drive on a wide range of roads. Where we have tested more than one model in a range, the rating is for the range overall. Where a model within the range meets our coveted five-star standard, it is highlighted in yellow.

» **30-70MPH** Indicates overtaking ability through the gears.

» **50-70MPH** Recorded in top gear (*kickdown with an automatic) and demonstrates flexibility.

» **FUEL ECONOMY** Figures quoted are the average and touring fuel economy as tested. The touring figure is representative of a 70mph cruise on a typical UK motorway. For electric cars, the figures quoted are for the same average and touring test schedules but are expressed in miles per kWh†. **Denotes mpkg (miles per kilogram) for hydrogen-powered fuel cell vehicles.

» **BRAKING 60-0MPH** Recorded on a high-grip surface at a test track.

» **MPH/1000RPM** Figure is the speed achieved in top gear.

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
ALFA ROMEO												
Giulia 4dr saloon ★★★★½												
Quadrifoglio	190	4.5	9.2	3.2	10.3	2.57	503	443	38.7	34/49	1580	29.3.17
Stelvio 5dr SUV ★★★½☆												
2.2D 210 Milano	134	6.8	20.6	7.0	7.3	3.01	207	347	41.3	38/50	1659	3.1.18
Quadrifoglio	176	4.0	9.4	3.3	5.9	3.31	503	443	36.4	22/32	1931	9.1.19
4C 2dr coupé/convertible ★★★☆☆												
Spider	160	5.1	12.4	4.0	5.8	2.97	237	258	29.6	32/44	940	27.1.16
ALPINA												
B3 Biturbo 4dr saloon ★★★★½												
B3 Biturbo	155	4.7	10.3	3.8	6.8	2.9	404	443	41.5	27/35	1610	29.8.13
ALPINE												
A110 2dr coupé ★★★★★												
Premiere Edit'n	155	4.7	10.8	3.8	6.5	2.6	248	236	28.1	28/46	1103	16.5.18
ARIEL												
Atom 4 Odr open ★★★★★												
4	162	3.2	6.9	2.4	3.5	2.59	316	310	24.5	27/39	680	9.10.19
Nomad Odr open ★★★★★												
Nomad	125	4.5	12.7	3.9	7.7	3.10	235	221	26.7	–/–	735	24.6.15
ASTON MARTIN												
Vantage 2dr coupé ★★★★½												
V8	195	3.7	8.3	3.0	10.5	2.7	503	505	42.6	18/25	1720	23.5.18
DB11 2dr coupé ★★★★½												
Launch Edition	200	4.0	8.4	3.0	10.1	2.6	600	516	46.2	24/34	1910	21.9.16
Rapide 4dr saloon ★★★★☆												
Rapide S	190	5.3	11.3	4.3	8.3	3.0	550	457	33.6	19/23	1990	20.3.13
DBS Superleggera 2dr coupé ★★★★★												
DBS Superl'era	211	3.7	7.4	2.7	9.5	2.5	715	664	42.7	19/26	1910	21.11.18
AUDI												
A1 Sportback 5dr hatch ★★★½☆												
35 TFSI S line	137	7.9	22.0	8.4	8.6	2.7	148	184	27.6	38/57	1209	2.10.19
A3 4dr saloon/3dr/5dr hatch ★★★★☆												
RS3 Saloon	155	4.0	9.9	3.5	9.0	2.7	394	354	33.7	29/35	1515	6.9.17
A4 4dr saloon/5dr estate ★★★★☆												
2.0 TDI S line	147	8.4	22.2	7.3	11.2	3.1	187	295	37.1	45/50	1940	4.11.15
S4 TDI	155	4.6	11.5	4.1	–	2.87	342	516	50.2	29/54	1871	18.9.19
RS4 Avant	155	4.0	9.6	3.5	11.0	3.0	444	443	38.4	24/37	1790	14.2.18
A5 2dr coupé/convertible ★★★½☆												
S5	155	4.9	11.7	4.4	9.7	3.0	349	369	40.5	26/33	1615	11.1.17
A5 Sportback 4dr saloon ★★★½☆												
2.0 TFSI S line	155	5.7	15.1	5.3	17.2	2.5	249	273	42.2	30/41	1535	8.3.17
A6 4dr saloon/5dr estate ★★★★☆												
40 TDI S l'e Avant	149	8.4	22.6	7.5	–	3.1	201	295	51.0	39/50	1710	14.11.18
A7 Sportback 5dr hatch ★★★½☆												
50 TDI Sport	155	5.8	14.9	5.3	–	2.8	282	457	49.0	29/53	1880	11.7.18
TT 2dr coupé/convertible ★★★★☆												
RS	155	3.6	8.4	3.0	7.8	2.7	394	354	35.1	27/37	1440	7.12.16
E-tron 5dr SUV ★★★★½												
55 quattro	124	5.4	13.7	4.2	2.5*	2.91	403	490	–	2.3/2.9†	2569	26.6.19
Q2 5dr SUV ★★★★☆												
1.4 TFSI Sport	132	8.1	23.9	8.2	9.8	2.7	148	184	29.4	45/56	1265	9.11.16
SQ2 quattro	155	4.5	11.6	4.1	9.2	2.72	296	295	33.4	27/35	1530	20.3.19
Q5 5dr SUV ★★★★☆												
2.0 TDI S line	135	8.3	26.4	8.5	14.7	3.1	187	295	42.0	37/43	1770	15.3.17
SQ5 quattro	155	5.5	13.7	5.0	11.1	2.6	349	369	45.2	26/32	1870	21.6.17
Q7 5dr SUV ★★★★☆												
SQ7 4.0 TDI	155	5.1	12.6	4.4	7.0	2.9	429	664	47.6	24/38	2330	26.10.16
Q8 5dr SUV ★★★★☆												
50 TDI S Line	152	6.9	19.1	6.6	10.1	2.8	282	443	44.9	29/40	2285	26.9.18
R8 2dr coupé ★★★★☆												
V10 Plus	205	3.1	6.7	2.6	5.7	2.8	602	413	26.8	15/23	1555	30.12.15
BENTLEY												
Continental GT 2dr coupé ★★★★½												
W12 First Edition	207	3.6	8.1	2.9	8.9	2.8	626	664	52.4	20/26	2244	2.5.18
Mulsanne 4dr saloon ★★★★☆												
6.75 V8	184	5.7	13.7	4.8	2.8*	2.6	505	752	44.8	18/21	2745	21.9.11
Bentayga 5dr SUV ★★★★★												
W12	187	4.9	11.6	4.4	8.7	3.0	600	664	48.2	20/25	2440	18.5.16
BMW												
1 Series 5dr hatch ★★★★☆												
118i M Sport	132	8.2	24.2	7.9	13.9	2.75	138	162	–	37/53	1431	30.10.19
2 Series 3dr coupé/convertible ★★★★½												
220d C'vble	140	8.5	24.7	8.4	9.0	2.1	187	295	34.5	50/53	1610	1.4.15
M2	155	4.4	10.3	3.6	6.2	2.6	365	343	33.7	31/37	1595	15.6.16
2 Series Active Tourer 5dr MPV ★★★★☆												
218d Luxury	129	8.9	26.5	8.7	12.1	3.0	148	243	40.4	42/56	1450	24.12.14
3 Series 4dr saloon/5dr estate/5dr hatch ★★★★½												
320d M Sport	149	6.9	19.8	6.8	13.2	2.54	188	295	43.0	47/63	1639	15.5.19
330d xDrv M Spt	155	5.5	14.5	5.2	12.7	3.31	262	428	48.9	42/53	1922	15.1.20
4 Series 2dr coupé ★★★★☆												
435i M Sport	155	5.5	13.2	5.2	6.3	2.7	302	295	28.2	28/37	1585	18.9.13
M4	155	4.1	8.8	3.2	6.1	2.4	425	406	34.0	29/36	1585	9.7.14
5 Series 4dr saloon/5dr estate ★★★★½												
520d M Sport	146	7.4	21.3	7.4	14.3	2.7	188	295	42.2	40/52	1635	31.5.17
M5	155	3.3	7.5	2.7	8.9	3.1	591	553	41.1	22/28	1855	18.4.18
6 Series GT 5dr hatch ★★★½☆												
630d xDrv M Spt	155	5.9	15.7	5.4	7.6	2.8	261	457	50.2	40/54	1880	8.11.17
7 Series 4dr saloon ★★★★☆												
730Ld	153	6.4	17.1	6.0	8.2	3.1	261	457	50.2	40/49	1795	11.11.15
8 Series 2dr coupé ★★★★☆												
840d xDrive	155	5.0	12.8	4.6	8.6	3.05	315	501	46.5	40/49	1901	16.1.19
i3 5dr hatch ★★★★☆												
1.3S Range Ext	99	7.7	–	6.6	4.0*	3.0	181	199	–	2.6/34†	1385	21.2.18
i8 2dr coupé ★★★★½												
i8	155	4.5	10.6	3.7	3.3	2.8	357	420	33.3	50/40	1560	17.9.14
X1 5dr SUV ★★★★☆												
xDrive20d xLine	136	8.2	24.2	8.0	11.8	2.8	187	295	35.1	43/49	1625	14.10.15
X2 5dr SUV ★★★½☆												
M35i	155	5.0	12.7	4.5	11.1	2.74	302	332	37.4	31/42	1668	25.9.19
X3 5dr SUV ★★★★☆												
xDrive20d M Spt	132	8.3	26.6	8.6	17.5	3.3	188	295	41.2	37/49	1825	17.1.18
X4 5dr SUV ★★★☆☆												
M Competition	155	4.0	9.1	3.3	20.1	2.65	503	443	43.3	23/29	2028	13.11.19
X5 5dr SUV ★★★★☆												
xDrive30d M Spt	143	6.6	18.9	6.6	15.1	3.36	261	457	47.1	35/43	2279	2.1.19
M	155	4.2	9.8	3.5	10.2	2.8	567	553	42.3	21/26	2350	13.5.15
CATERHAM												
Seven 2dr roadster ★★★★☆												
620S	145	3.8	9.2	3.2	5.7	2.7	310	219	21.2	25/29	610	9.3.16
CHEVROLET												
Corvette 2dr coupé ★★★★☆												
Stingray	181	4.4	9.4	3.3	11.7	2.3	460	465	48.4	22/33	1539	8.10.14
CITROEN												
C3 5dr hatch ★★★½☆												
P'tech 110 Flair	117	9.6	36.6	9.4	10.5	2.6	109	151	27.0	47/62	1050	28.12.16
C3 Aircross 5dr hatch ★★★½☆												
P'tech 110 Flair	115	11.5	36.4	10.7	12.3	3.5	109	151	27.5	35/39	1159	7.3.18
C4 Cactus 5dr hatch ★★★☆☆												
1.6 BlueHDi 100	114	11.8	41.2	11.7	7.2	2.9	99	187	36.1	47/62	1225	16.7.14
C5 Aircross 5dr SUV ★★★½☆												
BlueHDi 180	131	9.0	25.6	8.5	–	2.83	174	295	40.1	37/48	1540	13.2.19
CUPRA												
Ateca 5dr SUV ★★★½☆												
2.0 TSI 4Drive	153	4.9	12.3	4.4	9.4	3.03	296	295	33.8	29/37	1615	23.1.19
DACIA												
Sandero 5dr hatch ★★★☆☆												
1.2 75 Access	97	15.3	–	17.6	23.0	3.0	74	79	20.3	32/38	941	27.2.13
Duster 5dr hatch ★★★★☆												
SCe 115 Comfort	107	13.1	–	12.5	23.9	2.9	113	115	24.0	37/42	1179	22.8.18
DALLARA												
Stradale Odr roadster ★★★★½												
Stradale	165	3.7	9.2	3.4	3.1	2.39	395	369	26.4	26/30	987	16.10.19
DS												
3 5dr hatch ★★★½☆												
BlueHDi 120	118	9.9	32.2	9.4	11.1	3.1	118	210	36.4	59/67	1150	23.3.16
3 Crossback 5dr SUV ★★★☆☆												
Puretech 155	129	8.8	24.6	8.3	14.9	2.90	153	177	32.7	41/49	1205	10.7.19
4 Crossback 5dr hatch ★★★☆☆												
BlueHDi 120	117	12.0	48.8	12.3	18.0	2.9	118	221	36.7	49/50	1290	6.1.16
7 Crossback 5dr SUV ★★★½☆												
Puretech 225	141	8.6	20.2	7.0	15.1	2.9	221	221	34.0	35/45	1425	19.9.18
FERRARI												
488 GTB 2dr coupé ★★★★★												
488 GTB	205	3.0	5.9	2.0	3.7	2.43	661	561	28.9	–/–	1525	25.5.16
488 Pista	211	2.8	5.6	2.0	4.8	2.34	710	568	28.9	17/26	1465	7.8.19
812 Superfast 2dr coupé ★★★★☆												
F12 Berlinetta	211	3.1	6.2	2.2	4.9	2.6	789	530	30.0	–/24	1630	25.7.18
FIAT												
Panda 5dr hatch ★★★★½												
4x4 Twinair	103	14.6	–	15.8	16.0	3.0	84	107	20.8	37/44	1050	17.4.13
500 3dr hatch ★★★★☆												
Abarth 595	130	7.5	20.1	6.4	7.0	2.8	158	170	23.9	34/39	1035	26.2.14
Tipo 5dr hatch ★★½☆☆												
1.6 M'jet Lounge	124	9.6	31.6	9.8	8.7	2.9	118	236	35.0	49/62	1295	2.11.16
Abarth 124 Spider 2dr roadster ★★★★☆												
124 Spider	144	6.8	18.6	6.5	6.5	2.8	168	184	25.2	35/45	1060	22.3.17
FORD												
Fiesta 3/5dr hatch ★★★★☆												
1.0T Ecoboost	122	9.6	28.1	9.6	13.2	3.2	123	125	29.3	42/52	1147	9.8.17
Fiesta ST 3/5dr hatch ★★★★½												
ST-31.5 T Ecb'st	144	6.6	16.2	5.7	6.4	2.7	197	214	26.0	38/48	1187	15.8.18
Focus 5dr hatch ★★★★½												
1.5 Ecob't 182PS	138	8.9	22.8	7.8	10.0	2.35	180	177	26.9	30/44	1417	20.2.19
ST	155	6.1	14.1	4.9	6.1	2.70	273	310	27.2	32/41	1433	11.9.19
RS	165	5.3	13.9	5.3	6.9	3.5	345	325	27.3	28/37	1599	4.5.16
S-Max 5dr MPV ★★★★☆												
2.0 TDCi T'ium	123	10.5	32.0	10.4	13.9	2.5	148	258	39.5	44/46	1725	26.8.15
Mondeo 4dr saloon/5dr/estate ★★★★☆												
2.0 TDCi	130	10.0	28.8	9.4	12.7	3.1	148	258	38	53/56	1597	14.1.15
Mustang 2dr coupé ★★★★☆												
5.0 V8 GT F'back	155	5.2	11.6	4.2	9.4	2.7	410	391	35.1	19/25	1720	24.2.16
Bullitt	155	5.2	11.2	4.1	10.7	2.7	453	390	37.4	21/33	1782	5.12.18
Ecosport 5dr SUV ★★½☆☆												
1.5 TDCi	99	14.3	–	15.2	14.4	2.7	89	151	28	39/48	1384	3.9.14
Kuga 5dr SUV ★★★★☆												
2.0 TDCi	122	10.9	44.2	11.8	7.4	2.6	161	251	31.6	34/39	1707	13.3.13
Ranger 4dr pick-up ★★★★☆												
Raptor	106	10.5	37.7	10.5	–	3.46	210	367	41.1	24/33	2516	28.8.19
HONDA												
Civic 5dr hatch ★★★★☆												
1.5 i-VTEC Turbo	126	7.8	19.3	7.0	8.7	2.7	180	177	26.6	39/49	1357	19.4.17
2.0 Type R GT	169	5.7	12.5	4.4	6.1	2.8	316	295	25.4	29/43	1380	25.10.17
Clarity FCV ★★★★☆												
Clarity FCV	104	9.0	29.2	8.3	5.3*	2.9	174	221	na	51/72**	1872	12.7.17
CR-V 5dr SUV ★★★½☆												
1.5T EX CVT AWD	124	9.2	26.1	8.4	5.2*	3.3	190	179	39.5	32/38	1669	7.11.18
NSX 2dr coupé ★★★★½												
NSX	191	3.3	7.3	2.6	4.3	2.7	573	476	35.8	25/32	1725	5.10.16
HYUNDAI												
i10 5dr hatch ★★★½☆												
1.0 SE	96	14.7	–	16.2	19.9	2.9	65	70	20.0	44/51	925	29.1.14
i20 5dr hatch ★★★★☆												
1.4 SE	114	12.2	42.4	12.1	17.3	3.0	99	99	21.8	43/54	1060	7.1.14
i30 5dr hatch/estate ★★★½☆												
i30 N	155	6.4	14.8	5.6	6.1	3.1	271	260	27.4	31/43	1478	27.12.17
1.4 Premium SE	129	9.5	28.9	9.7	10.9	2.7	138	178	28.1	39/49	1423	13.9.17
Kona Electric 5dr SUV ★★★★☆												
64kWh P'm SE	104	6.7	17.4	5.8	3.5*	3.1	201	291	–	3.7/4.0†	1734	31.10.18
Santa Fe 5dr SUV ★★★½☆												
2.2 CRDi P'm SE	127	9.3	26.4	9.8	–	2.78	197	325	40.2	38/51	2003	6.3.19
Nexo 5dr SUV ★★★½☆												
Nexo	111	9.6	38.5	9.7	6.1*	2.88	161	291	–	42/60**	1852	12.6.19
JAGUAR												
F-Type 2dr convertible/3dr coupé ★★★★½												
V8 S Convertible	186	4.0	9.4	3.4	8.0	2.8	488	460	46.8	19/29	1655	12.6.13
V6 S Coupé	171	4.9	12.1	4.2	12.7	2.7	375	339	36.2	24/33	1594	11.6.14
2.0 Coupé R-Dy	155	5.8	14.7	5.1	9.5	2.8	296	295	33.2	31/44	1640	22.11.17
XF 4dr saloon/5dr estate ★★★½☆												
R-Sport 2.0	136	9.4	26.1	9.0	16.1	2.9	178	317	44.1	47/56	1595	2.12.15
S'brake 300 R-S	155	6.6	16.8	6.2	10.6	2.81	296	295	44.1	24/37	1727	17.4.19
XE 4dr saloon ★★★★½												
R-Sport 2.0	147	7.6	19.0	6.9	13.3	2.7	197	206	33.8	30/49	1530	1.7.15
XJ 4dr saloon ★★★★☆												
3.0d LWB	155	6.3	16.5	6.6	3.6*	2.7	271	443	43.5	28/36	1960	9.6.10
E-Pace 5dr SUV ★★★½☆												
D180 AWD SE	127	9.9	30.9	10.5	14	3.6	178	317	45.8	36/49	1843	11.4.18
F-Pace 5dr SUV ★★★★☆												
2.0d AWD	129	9.2	30.9	9.7	7.4	–	178	317	41.3	37/40	1775	11.5.16
SVR	176	4.1	9.3	3.5	10.4	2.69	542	502	41.6	18/29	2070	24.7.19
I-Pace 5dr SUV ★★★★½												
EV400 S	124	4.5	11.0	3.5	2.0	2.8	394	512	–	1.8/2.4†	2133	12.9.18
JEEP												
Compass 5dr 4x4 ★★★☆☆												
2.0 M'jet 4x4 L'd	118	11.0	39.0	11.4	10.9	2.8	138	258	34.2	38/45	1540	3.10.18
Renegade 5dr 4x4 ★★★½☆												
2.0 M'jet 4x4 L'd	113	10.8	37.6	11.2	10.0	3.5	138	258	34.0	41/53	1502	28.10.15
Wrangler 5dr 4x4 ★★★★☆												
2.2 M'Jet-II Ov'd	112	9.0	29.9	9.1	–	2.37	197	332	38.3	29/38	2044	10.4.19
KIA												
Stinger 4dr saloon ★★★½☆												
2.0 T-GDI GT-L S	149	7.4	18.2	6.4	10.9	2.9	244	260	36.7	32/43	1717	25.4.18
Rio 5dr hatch ★★★½☆												
1.0 T-GDI 3 Eco	115	10.0	37.0	10.5	12.3	3.2	99	127	27.1	40/50	1228	1.3.17
Ceed 5dr hatch ★★★½☆												
1.6 CRDi 115 2	119	9.9	30.8	9.6	15.3	2.9	113	207	41.4	50/70	1388	29.8.18
Proceed 5dr shooting brake ★★★½☆												
1.4 T-GDi	127	9.5	28.1	8.9	13.2	2.87	138	179	24.1	34/43	1475	27.2.19
Xceed 5dr crossover ★★★½☆												
1.4 T-GDi	124	9.3	28.8	8.7	12.3	3.55	138	179	31.7	35/47	1452	20.11.19
Niro 5dr SUV ★★★½☆												
1.6 GDI DCT 2	101	9.7	30.0	9.5	12.8	3.5	139	108/125	31.9	49/50	1500	31.8.16
e-Niro First Ed'n	104	7.2	19.0	–	3.7*	2.70	201	291	–	3.5/3.6†	1776	1.5.19
Sportage 5dr SUV ★★★½☆												
1.7 CRDi ISG 2	109	12.1	46.4	13.1	16.8	3.3	114	207	34.4	50/51	1500	2.3.16
Sorento 5dr 4x4 ★★★½☆												
2.2 CRDi KX-4	128	9.3	28.6	9.4	5.7*	–	197	325	35.2	35/39	1953	8.4.15
LAMBORGHINI												
Huracán 2dr coupé ★★★★½												
Performante	201	2.9	5.9	2.0	4.9	3.0	630	442	24.5	17/22	1382	11.10.17
Aventador 2dr coupé ★★★★☆												
SVJ	217	2.9	6.1	2.2	5.0	2.65	759	531	33.7	12/21	1770	19.6.19
Urus 5dr SUV ★★★★☆												
Urus	190	3.3	7.8	2.8	–	2.70	641	627	43.0	19/29	2285	3.7.19
LAND ROVER												
Discovery Sport 5dr SUV ★★★★☆												
D180 AWD SE	125	10.3	35.2	10.5	10.7	3.54	177	317	39.8	31/48	2145	8.1.20
Range Rover 5dr SUV ★★★★½												
4.4 SDV8	135	7.0	19.0	6.7	3.8*	2.9	334	516	41.8	25/35	2625	12.12.12
Range Rover Velar 5dr SUV ★★★½☆												
D240 HSE	135	9.3	27.4	9.0	15.7	3.8	237	369	41.8	33/48	2089	30.8.17
Range Rover Sport 5dr SUV ★★★★½												
3.0 TDV6	130	7.8	22.5	7.5	12.2	3.1	255	442	43.1	33/42	2115	2.10.13
SVR	162	4.4	10.3	3.8	12.6	2.6	542	502	41.8	22/19	2335	15.4.15

ROAD TEST RESULTS

LEXUS

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
LC 2dr coupé ★★★★☆												
LC500 Sport+	168	5.2	11.3	4.2	12.0	3.1	471	398	60.6	27/39	1970	18.10.17
NX 5dr SUV ★★★☆☆												
300h	112	9.7	30.4	9.1	5.6*	2.7	194	na	–	32/38	1905	1.10.14
RC F 2dr coupé ★★★☆☆												
RC F	168	4.8	10.7	3.9	12.9	2.9	471	391	39	24/28	1765	18.2.15
ES 4dr saloon ★★★½☆												
300h Takumi	112	8.7	21.8	7.6	4.6*	2.91	215	na	–	42/49	1742	6.2.19
LS 4dr saloon ★★★☆☆												
500h Prem AWD	155	5.9	15.4	5.3	12.4	2.8	295	258	36.9	30/42	2380	6.6.18

LOTUS

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
Elise 2dr roadster ★★★½☆												
Cup 250	154	4.7	11.9	4.5	7.2	2.5	243	184	24.7	27/32	920	29.6.16
Evora 2dr coupé ★★★★☆												
Evora S 2+0	172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26	1430	30.3.11
Exige S 2dr coupé ★★★★½												
Exige S	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176	3.4.13

MASERATI

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
Ghibli 4dr saloon ★★★½☆												
Diesel	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14
Levante 5dr SUV ★★★☆☆												
Diesel	143	6.8	19.9	6.9	4.3	3.4	271	443	46	26/42	2205	30.11.16
S Granlusso	164	5.1	12.7	4.5	–	2.73	424	478	39.8	16/24	2232	8.5.19

MAZDA

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
2 5dr hatch ★★★★☆												
1.5 Sky'v-G SE	114	10.4	38.0	7.0	20.2	3.1	89	109	27.9	51/55	1050	22.4.15
3 4dr saloon/5dr hatch ★★★★☆												
2.0 Skyactiv-X	134	9.1	24.7	9.1	14.7	2.89	177	165	29.1	40/57	1425	6.11.19
MX-5 2dr roadster ★★★★½												
1.5 SE-L Nav	127	8.4	24.8	7.9	14.7	3.3	129	111	24.5	46/49	1050	2.9.15
CX-3 5dr SUV ★★★½☆												
1.5D SE-L Nav	110	10.3	34.7	10.3	10.3	–	104	199	34.8	59/60	1275	22.7.15
CX-5 5dr SUV ★★★★☆												
2.2D Sport Nav	127	9.4	26.3	9.1	10.4	3.0	148	280	37.0	43/53	1594	28.6.17

McLAREN

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
570S 2dr coupé ★★★★★												
3.8 V8	204	3.1	6.4	2.2	10.2	2.6	562	443	36.5	23/37	1440	30.3.16
600LT Spider 2dr convertible ★★★★½												
3.8 V8	201	2.9	6.1	2.1	–	2.52	592	457	36.5	17/30	1404	22.5.19
720S 2dr coupé ★★★★★												
4.0 V8	212	2.9	5.6	2.0	7.7	2.4	710	568	35.4	19/24	1420	24.5.17
Senna 2dr coupé ★★★★★												
4.0 V8	208	3.1	5.5	1.9	8.0	2.4	789	590	35.7	16/25	1345	10.10.18
P1 2dr coupé ★★★★★												
P1	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/–	–	7.5.14

MERCEDES-AMG

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
C63 4dr saloon ★★★★½												
C63	155	4.4	9.7	3.4	7.5	2.7	469	479	38.1	19/25	1715	3.6.15
C63 S C'vertible	155	4.6	10.2	3.4	7.1	2.7	503	516	35.6	21/27	1850	8.2.17
C63 S Coupé	180	4.3	9.2	3.2	10.7	2.69	503	516	43.2	26/34	1745	24.4.19
CLS53 4dr saloon ★★★★☆												
CLS53 4Matic+	155	4.3	10.3	3.7	9.1	2.7	429	384	43.8	31/39	1980	17.10.18
GT 2dr coupé ★★★★☆												
S	193	3.6	7.8	2.8	5.5	2.5	503	479	34.7	20/29	1715	29.7.15
R	198	3.6	7.3	2.7	4.6	2.4	577	516	30.7	19/23	1555	10.5.17
GT 4-Door Coupé 4dr coupé ★★★★½												
GT63 4Matic+	193	3.3	7.7	2.7	10.7	2.8	577	590	42.6	22/30	2135	13.3.19
SLC 2dr convertible ★★★½☆												
SLC43	155	5.5	12.3	4.2	12.7	3.0	362	384	40.4	27/33	1595	6.7.16
GLC 5dr SUV ★★★½☆												
GLC63 S 4Mtic+	155	3.7	8.9	3.2	15.4	2.8	503	516	43.4	19/26	2020	13.6.18

MERCEDES-BENZ

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
A-Class 5dr hatch ★★★★☆												
A200 Sport	139	8.7	22.4	7.9	–	3.2	161	184	33.6	39/57	1379	4.7.18
B-Class 5dr MPV ★★★★☆												
B180 Sport	132	8.4	23.5	8.3	–	2.73	134	148	33.6	33/51	1405	3.4.19
CLA 4dr saloon ★★★☆☆												
CLA 250	155	6.8	17.1	6.1	11.5	2.88	221	258	–	34/49	1555	21.8.19
C-Class 4dr saloon/5dr estate ★★★★☆												
C220 Bluetec	145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51	1700	23.7.14
E-Class 4dr saloon/5dr estate/2dr convertible/2dr coupé ★★★★☆												
E400 Coupé	155	5.6	13.4	4.9	14.8	2.9	328	354	46.7	30/39	1845	14.6.17
S-Class 4dr saloon/2dr coupé ★★★★★												
S350 Bluetec	155	7.3	19.0	6.8	3.9*	2.7	255	457	45.6	34/44	1975	16.10.13
S63 AMG Coupé	155	4.5	9.6	3.4	6.8	2.7	577	664	42.8	22/25	2070	3.12.14
GLA 5dr SUV ★★★½☆												
GLA220 CDI SE	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14
GLC 5dr SUV ★★★★☆												
GLC250d	143	7.8	23.5	7.8	15.7	3.2	201	369	46.9	39/43	1845	10.2.16
G-Class 5dr SUV ★★★★☆												
G350d AMG Line	124	7.5	22.4	7.2	15.0	3.40	282	443	46.0	25/31	2451	17.7.19
GL 5dr SUV ★★★★☆												
GL350 AMG Sp't	137	8.3	24.8	8.2	5.0*	2.6	255	457	37.7	28/33	2455	24.7.13
X-Class 4dr pick-up ★★★½☆												
X250d 4Matic	109	11.2	38.9	11.6	–	3.2	187	332	31.3	27/36	2159	20.6.18
SL 2dr convertible ★★★★☆												
SL500	155	4.3	9.9	3.6	6.5	2.7	429	516	39.6	10/24	1815	8.8.12

MG

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
3 5dr hatch ★★★½☆												
1.5 3Form Sp't	108	11.4	41.5	11.6	19.6	2.8	105	101	22.2	37/41	1150	25.12.13
ZS 5dr SUV ★★★☆☆												
EV Exclusive	87	8.9	–	8.0	5.2*	3.60	141	260	–	2.7/3.1†	1556	4.12.19

MINI

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
Mini 3dr hatch ★★★★½												
Cooper S	146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54	1235	2.4.14
C'per S Wks 210	146	7.2	16.4	6.0	6.5	3.0	207	221	26.5	31/47	1235	6.12.17
Clubman 5dr hatch ★★★½☆												
Cooper D	132	8.6	25.9	8.2	10.0	2.9	148	243	34.9	51/52	1320	25.11.15
Convertible 2dr convertible ★★★★½												
Cooper	129	9.2	25.4	8.8	12.4	2.7	134	162	31.0	46/53	1280	6.4.16
Countryman 5dr hatch ★★★½☆												
Cooper D	129	9.0	26.4	8.4	11.5	2.8	148	243	36.2	42/48	1480	22.2.17
Plug-in Hybrid	123	6.7	24.4	6.2	5.5	3.5	221	284	30.1	42/50	1735	26.7.17

MITSUBISHI

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
Eclipse Cross 5dr SUV ★★★☆☆												
1.5 First Ed 2WD	127	9.0	26.5	8.3	13.8	3.0	161	184	30.9	34/45	1455	14.3.18
Outlander 5dr SUV ★★★½☆												
PHEV GX4hs	106	10.0	30.5	9.5	6.2	3.0	200	245	–	44/38	1810	16.4.14

MORGAN

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
3 Wheeler 2dr roadster ★★★★★												
3 Wheeler	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/–	520	6.6.12

NISSAN

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
Micra 5dr hatch ★★★★☆												
0.9 N-Connecta	109	12.1	44.7	11.7	15.6	2.8	89	103	24.3	45/57	1068	26.4.17
DIG-T 117 N-Sport	121	10.2	28.8	9.4	16.5	3.2	115	148	31.2	33/55	1105	27.3.19
Juke 5dr SUV ★★★½☆												
Acenta 1.6	111	10.3	41.6	9.9	12.7	3.0	115	117	19.5	36/46	1230	3.11.10
Nismo 1.6	134	6.9	17.2	6.0	7.2	2.5	197	184	23.8	31/39	1295	22.5.13
Qashqai 5dr SUV ★★★★½												
1.5 dCi 2WD	113	10.8	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14
X-Trail 5dr SUV ★★★½☆												
1.6 dCi 2WD	117	11.2	39.7	11.7	11.2	3.0	128	236	32.8	42/48	1550	13.8.14
GT-R 2dr coupé ★★★★½												
Recaro	196	3.4	7.8	2.7	5.3	2.7	562	470	28.0	22/31	1752	16.11.16

NOBLE

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
M600 2dr coupé ★★★★½												
M600	225	3.5	6.8	2.5	4.7	2.45	650	604	29.9	18/25	1305	14.10.09

PEUGEOT

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
208 3/5dr hatch ★★★☆☆												
1.2 VTI Active	109	14.2	–	14.5	9.1	2.9	81	87	21.2	41/45	1080	18.7.12
GTi 30th	143	6.5	16.1	5.8	6.7	2.9	205	221	25.6	41/42	1160	11.2.15
308 3/5dr hatch ★★★★½												
1.6 e-HDi 115	118	10.1	32.6	10.4	13.9	3.0	114	199	38.5	48/59	1395	15.1.14
508 4dr saloon ★★★★☆												
GT Bl'HDi 180	146	8.8	23.4	8.5	10.8	2.6	174	295	43.9	35/52	1535	24.10.18
2008 5dr SUV ★★★½☆												
1.6 e-HDi	117	10.7	37.8	11.5	11.8	3.2	114	199	32.7	49/59	1180	19.6.13
3008 5dr SUV ★★★½☆												
1.6 Bl'HDi GT L'e	117	12.0	44.3	12.1	13.2	3.2	118	221	34.6	42/53	1300	18.1.17
5008 5dr MPV ★★★½☆												
2.0 Bl'HDi GT L'e	129	10.8	28.8	9.7	11.5	2.7	148	273	37.6	51/60	1490	1.11.17

PORSCHE

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
718 2dr coupé/roadster ★★★★½												
Boxster	171	5.4	12.2	4.3	5.2	2.5	296	280	25.8	26/36	1335	8.6.16
Cayman S	177	4.8	10.5	3.9	4.8	2.5	345	310	25.8	28/29	1430	10.8.16
Cayman GTS	180	4.8	10.2	3.5	4.7	2.5	361	310	25.8	28/39	1375	9.5.18
911 GT2 2dr coupé ★★★★☆												
GT2 RS	211	3.0	6.1	2.2	5.6	2.6	691	553	32.1	19/28	1470	18.7.18
911 2dr coupé ★★★★½												
Carrera S	191	3.4	7.7	2.8	14.3	–	444	391	44.1	23/39	1515	29.5.19
918 Spyder 2dr coupé ★★★★★												
4.6 V8	214	2.6	5.3	1.9	2.2	2.3	874	944	41.2	28/44	1740	22.10.14
Panamera 4dr saloon ★★★★★												
4S Diesel	177	4.1	10.3	3.8	–	3.0	416	627	50.7	32/43	2050	1.2.17
Macan 5dr SUV ★★★★½												
Turbo	165	4.7	11.8	4.3	7.9	2.4	394	406	35.7	22/31	2000	4.6.14
Cayenne 5dr SUV ★★★★☆												
Turbo	177	3.9	9.3	3.3	5.3	2.8	542	568	44.7	21/31	2250	5.9.18

RENAULT

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
Twingo 5dr hatch ★★★½☆												
Dynamique	94	17.6	–	19.1	29.4	2.9	69	67	20.8	42/52	865	29.10.14
Zoe 5dr hatch ★★★½☆												
Dynamique	84	12.3	–	13.9	9.1	2.9	87	162	7.8	4.0/3.4†	1468	31.7.13
Clio 5dr hatch ★★★★½												
TCe 100 Iconic	116	11.6	36.0	10.9	16.9	3.36	99	118	26.5	46/57	1138	27.11.19
Mégane 5dr hatch ★★★☆☆												
1.5 dCi Dyn. S Nav	116	11.1	35.2	11.1	13.2	2.8	108	192	33.9	47.2	1387	17.8.16
RS Trophy-R	163	5.6	12.8	4.6	6.8	2.67	296	295	27.1	26/38	1280	23.10.19
Grand Scenic 5dr MPV ★★★½☆												
dCi 130 Dyn. S Nav	118	11.4	35.8	11.3	10.2	3.4	129	236	32.1	47/61	1601	25.1.17
Kadjar 5dr SUV ★★★★☆												
dCi 115 Dyn. S Nav	113	14.5	–	14.6	17.2	2.3	108	192	35.0	52/69	1380	21.10.15
Koleos 5dr SUV ★★★☆☆												
dCi 175 4WD Sig.	126	9.8	31.3	10.1	14.3	2.9	175	280	–	34/38	1747	20.8.17

ROLLS-ROYCE

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
Phantom 4dr saloon ★★★★★												
Phantom	155	5.5	11.8	4.4	2.5*	2.8	563	664	51.2	8/28	2560	4.4.18
Ghost 4dr saloon ★★★★☆												
Ghost	155	4.9	10.6	3.9	2.3*	2.6	563	575	46.0	18/23	2450	7.7.10
Wraith 2dr coupé ★★★★½												
Wraith	155	4.6	10.0	4.5	2.1*	2.9	624	590	45.9	15/27	2435	21.5.14
Dawn 2dr convertible ★★★★☆												
Dawn	155	5.2	11.6	4.2	2.4*	2.9	563	575	47.7	19/25	2560	1.6.16

SEAT

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
Ibiza 5dr hatch ★★★★½												
SE Tech'y 1.0 TSI	113	10.0	34.1	10.0	10.1	3.0	94	129	27.2	45/56	1047	19.7.17
Leon 3/5dr hatch ★★★★☆												
Cupra SC 280	155	5.9	13.6	4.4	7.1	2.7	276	258	27.2	28/36	1441	26.3.14
Arona 5dr SUV ★★★★☆												
SE Tech'y 1.0 TSI	107	10.5	–	10.6	11.9	3.1	94	129	26.2	37/41	1165	15.11.17
Ateca 5dr SUV ★★★★½												
1.6 TDI SE	114	10.5	35.6	9.3	14.0	2.9	114	184	36.4	50/62	1300	19.10.16

SMART

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
Forfour Electric Drive 5dr hatch ★★½☆☆												
Prime Premium	81	13.2	–	14.5	10.6	2.8	80	118	–	3.1/3.9†	1200	23.8.17

SKODA

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
Fabia 5dr hatch ★★★★☆												
1.2 TSI 90 SE-L	113	12.6	46	12.5	15.0	3.4	89	118	26.1	45/49	1109	21.1.15
Scala 5dr hatch ★★★½☆												
1.5 TSI 150 DSG	136	7.9	21.5	7.3	11.8	2.78	148	184	33.5	42/53	1200	31.7.19
Octavia 4dr saloon/5dr estate ★★★★☆												
vRS 245 Estate	155	6.9	16.2	5.8	7.3	2.9	242	273	29.8	33/39	1392	16.8.17
Superb 5dr hatch/estate ★★★★½												
2.0 TDI SE	135	8.8	24.9	8.2	11.2	2.8	148	251	37.2	47/54	1505	9.9.15
Karoq 5dr SUV ★★★½☆												
2.0 TDI 150 Scout	122	8.9	28.7	9.6	12.8	2.86	148	251	36.1	38/47	1629	30.1.19
Kodiaq 5dr SUV ★★★★☆												
2.0 TDI Edition	121	9.5	34.7	10.1	12.2	2.8	148	251	33.5	37/48	1751	23.11.16

SSANGYONG

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
Tivoli XLV ★★★☆☆												
ELX auto	107	12.0	44.5	12.6	7.9	3.1	113	221	33.2	45/58	1425	14.9.16

SUBARU

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
XV 5dr SUV ★★★☆☆												
2.0i SE L'tronic	120	10.1	27.7	9.0	27.0	3.4	154	145	41.5	31/39	1451	28.2.18
Levorg 5dr estate ★★★☆☆												
GT 1.6i L'tronic	130	8.4	24.6	7.9	21.0	2.6	168	184	31.9	34/36	1537	13.1.16

SUZUKI

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
Swift 5dr hatch ★★★½☆												
1.0 SZ5	121	10.5	33.0	10.3	11.8	2.9	110	125	26.3	45/56	925	17.5.17
Celerio 5dr hatch ★★★½☆												
1.0 SZ4	96	12.9	–	14.3	25.0	3.0	67	66	22.4	54/57	835	25.3.15
Baleno 5dr hatch ★★★½☆												
1.0T B'jet SZ5	124	9.8	29.5	9.7	11.2	2.9	110	125	26.3	50/55	950	3.8.16
SX4 S-Cross 5dr SUV ★★★½☆												
1.6 DDiS SZ4	111	10.0	32.6	10.1	8.9	2.6	118	236	35.1	57/67	1290	30.10.13
Jimny 3dr SUV ★★★½☆												
1.5 SZ5 Allgrip	90	11.9	–	11.6	15.1	4.4	100	95	19.8	29/35	1112	28.11.18
Vitara 5dr SUV ★★★½☆												
1.6 SZ5	112	9.5	29.8	9.5	15.5	–	118	115	24.3	49/47	1075	29.4.15

TESLA

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
Model 3 4dr saloon ★★★★☆												
St'd Range Plus	140	5.8	14.2	4.7	2.8	2.77	252	277	8.6	3.1/4.0†	1633	4.9.19
Model S 4dr saloon ★★★★½												
P90D	155	5.2	9.1	3.0	1.9	2.9	525	713	8.5	2.4/3.3†	2200	20.4.16
Model X 5dr SUV ★★★★☆												
90D	155	4.7	13.1	2.8	2.5	2.7	416	487	8.5	1.6/2.0†	2508	15.2.17

TOYOTA

| Make and model | Top speed | 0-60mph | 0-100mph | 30-70mph | 50-70mph | Braking 60-0mph | Power (bhp) | Torque (lb ft) | Mph/1000rpm | Mpg or equivalent; test average/ touring | Weight (kg) |

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ECONOMY EXPLAINED

Between the various figures produced on the old-style 'NEDC', transitional 'NEDC correlated' and new-style 'WLTP' lab emissions and fuel economy tests, it's become tricky to compare manufacturers' claimed efficiency on the latest new cars. When you see a fuel economy and CO_2 figure reference elsewhere, it's often without explanation.

So, to provide as fair and clear a basis for comparison as possible, you'll only ever read 'WLTP combined' fuel economy and CO_2 figures in Autocar's first drive reviews, features and comparison tests – and on these data pages. Those are the aggregated result of four lab tests carried out across as many different cruising speed ranges – although they're sometimes expressed as a range rather than as one specific figure to show the different results recorded by the heaviest and lightest available examples of the car in question (depending on optional equipment). Not all car makers have published these figures yet, however.

In road tests, you'll also see our own independently produced real-world fuel economy test results for comparison with the lab test claims. We produce an 'average', 'track' and 'touring' figure for each car we test – as often as possible on a brim-to-brim test basis. While 'average' represents the overall economy returned by a new car over a full road test, and 'track' is relevant only to intensive performance testing (the length and conditions of which can vary slightly), 'touring' gives the best guide of the kind of economy you might see from a car at a steady 70mph UK motorway cruise.

We do real-world efficiency and range testing on electric cars, too, expressing the former in terms of miles per kilowatt hour, as EV manufacturers do increasingly widely by convention.

STAR RATINGS EXPLAINED

- ☆☆☆☆☆ Inherently dangerous/unsafe. Tragically, irredeemably flawed.
- ★☆☆☆☆ Appalling. Massively significant failings.
- ★☆☆☆☆ Very poor. Fails to meet any accepted class boundaries.
- ★½☆☆☆ Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
- ★★☆☆☆ Off the pace. Below average in nearly all areas.
- ★★½☆☆ Acceptable. About average in key areas, but disappoints.
- ★★★☆☆ Competent. Above average in some areas, average in others. Outstanding in none.
- ★★★½☆ Good. Competitive in key areas.
- ★★★★☆ Very good. Very competitive in key areas, competitive in secondary respects.
- ★★★★½ Excellent. Near class-leading in key areas and in some ways outstanding.
- ★★★★★ Brilliant, unsurpassed. All but flawless.

ABARTH

595 3dr hatch/2dr open **£16,685–£25,485** ★★★½☆
The Fiat 500's Abarth makeover makes it a true pocket rocket. **LxWxH** 3657x1627x1485 **Kerb weight** 1070kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.4 T-jet 145	143	130	7.8	37.2	134
1.4 T-jet 160 Trofeo	157	135	7.4	35.3	134
1.4 T-jet 165 Turismo	162	135	7.3	38.2	139
1.4 T-jet 180 Competizione	177	140	6.9	36.2	155
1.4 T-jet 180 Essesse	177	140	6.7	36.2	155

695 3dr hatch/2dr open **£23,895–£25,895** ★★★½☆
A convincing track-day 500 with decent dynamic ability, but overly firm ride spoils it. **LxWxH** 3657x1627x1485 **Kerb weight** 1045kg

1.4 T-jet 180 Rivale	177	140	6.7	36.2	155

ALFA ROMEO

Giulietta 5dr hatch **£19,975–£25,730** ★★★☆☆
Long in the tooth but still seductive, shame it's not rounded or lavish enough. **LxWxH** 4351x1798x1465 **Kerb weight** 1305kg

1.4 TB 120	118	121	9.4	36.2	164
1.6 JTDM-2 120	148	121	10.0	49.6	123-125
2.0 JTDM-2 170	168	133	8.3	47.9	TBC

Giulia 4dr saloon **£33,595–£64,900** ★★★★½
Handsome and special dynamically but lacks finesse and only comes as an auto. **LxWxH** 4643x1860x1436 **Kerb weight** 1429kg

2.0 Turbo Petrol 200	197	146	6.6	36.2	153
2.0 Turbo Petrol 280	276	149	5.7	33.6	158
2.2 Turbo Diesel 160	158	137	8.2	53.3	128
2.2 Turbo Diesel 190	187	143	7.1	52.3	128
2.9 BiTurbo Quadrifoglio	503	191	3.9	27.2	TBC

Stelvio 5dr SUV **£37,745–£70,900** ★★★★½
Alfa's first SUV is a solid effort. Choosing the petrol version gives it charisma. **LxWxH** 4687x1903x1671 **Kerb weight** 1604kg

2.2 Turbo Diesel 190	187	130	7.6	46.3	138
2.2 Turbo Diesel 190 Q4 AWD	187	130	7.6	44.1	147
2.2 Turbo Diesel 210 Q4 AWD	207	134	6.6	43.5	147
2.0 Turbo 200 Q4 AWD	197	134	7.2	30.4	176
2.0 Turbo 280 Q4 AWD	276	143	5.7	30.4	175
2.9 BiTurbo Quadrifoglio	503	197	3.8	TBC	TBC

ALPINA

B3 S 5dr touring **£63,000** ★★★★☆
Previously falling behind in the power stakes, but the recent facelift rectifies that. **LxWxH** 4632x1811x1431 **Kerb weight** 1705kg

3.0 BiTurbo	433	188-190	4.3	TBC	TBC

B4 S 2dr coupé/open **£73,100–£78,600** ★★★½☆
A retuned version of the 4 Series that feels more at home on the track than the road. **LxWxH** 4640x1825x1373 **Kerb weight** 1690kg

3.0 BiTurbo	433	189-190	4.2-4.3	TBC	TBC

B5 4dr saloon/5dr touring **£89,000–£91,000** ★★★★☆
Is it the best alternative to an M5? Yes, at least from a practicality viewpoint. **LxWxH** 4956x1868x1466 **Kerb weight** 2015kg

4.4 V8 BiTurbo	599	200-205	3.5-3.7	25.4	254

B7 4dr saloon **£121,850** ★★★★☆
A 7 Series with a power boost gives BMW a worthy challenger to the AMG S-Classes. **LxWxH** 5250x1902x1491 **Kerb weight** 2060kg

4.4 V8 BiTurbo	599	205	4.2	24.4	265

D5 S 4dr saloon **£62,000** ★★★★☆
The excellent 5 Series receives some Alpina tweaking to make it a brilliant cruiser. **LxWxH** 4956x1868x1466 **Kerb weight** 1870kg

3.0 BiTurbo	345	171	4.9	TBC	TBC

XD3 5dr SUV **£57,900** ★★★★☆
Pleasant BMW SUV impressively enhanced with the usual Alpina toolkit. **LxWxH** 4732x1897x2015 **Kerb weight** 2015kg

3.0 BiTurbo	330	158	4.9	TBC	TBC

ALPINE

A110 2dr coupé **£47,810–£56,810** ★★★★★
A much, much greater car and achievement than the sum of its parts suggest. **LxWxH** 4180x1980x1252 **Kerb weight** 1080kg

1.8 Turbo	252	155	4.5	44.1	144
1.8 Turbo S	288	162	4.4	43.4	146

ARIEL

Atom 0dr open **£39,950** ★★★★½
Simple, purist concept remains but everything else has changed... for the better. **LxWxH** 3520x1880x1122 **Kerb weight** 595kg

2.0 turbo	320	162	2.8	TBC	TBC

Nomad 0dr open **£38,000** ★★★★★
Well inside the top 10 list of our favourite cars. A revelation and a riot to drive. **LxWxH** 3215x1850x1425 **Kerb weight** 670kg

2.4 K24 i-VTEC	235	125	3.4	TBC	TBC

ASTON MARTIN

Vantage 2dr coupé **£123,850** ★★★★½
The faster, cleverer, more hardcore entry-level Aston tops its class. **LxWxH** 4465x1942x1273 **Kerb weight** 1630kg

4.0 V8	503	195	3.5	11.6	TBC

DB11 2dr coupé/2dr open **£147,900–£174,995** ★★★★★
The stunning replacement for the already seductive DB9 is tyre-shreddingly good. **LxWxH** 4739x2060x1279 **Kerb weight** 1875kg

4.0 V8	503	187	4.0	10.6	TBC
5.2 V12 AMR	630	208	3.7	13.4	TBC

DBS Superleggera 2dr coupé/open **£225,000–247,500** ★★★★★
Effortlessly fast, intoxicating to drive: the big Aston is better than ever. **LxWxH** 4712x2146x1280 **Kerb weight** 1693kg

5.2 V12	715	211	3.7	13.5	TBC

Rapide AMR 4dr saloon **£194,950** ★★★★☆
The Rapide is one of the most elegant four-door sports cars in the world. **LxWxH** 5019x1929x1360 **Kerb weight** 1995kg

6.0 V12	599	205	4.2	TBC	TBC

AUDI

A1 Sportback 5dr hatch **£18,310–£27,230** ★★★½☆
Quite pricey, but a rounded car with plenty of rational appeal. **LxWxH** 4029x1746x1418 **Kerb weight** 1105kg

1.0 25 TFSI	94	118	10.8	50.4	126-127
1.0 30 TFSI	114	126	9.5	49.6-52.3	121-129
1.5 35 TFSI	148	137	7.7	45.6-46.3	139-141
2.0 40 TFSI	197	146	6.5	39.8-40.4	158-160

A3 Sportback 5dr hatch **£23,300–£39,145** ★★★★☆
All the above but with the added convenience of five doors and a usefully larger boot. **LxWxH** 4313x1785x1426 **Kerb weight** 1180kg

1.0 30 TFSI	114	128	9.9	46.3-48.7	131-137
1.5 35 TFSI	148	137	8.2	42.2-43.5	146-152
2.0 40 TFSI	187	152	6.8	39.8-40.9	157-161
2.0 TFSI S3	298	155	4.7	33.6-34.9	184-190
1.6 30 TDI	114	126	10.4	49.6-51.4	144-148

A3 Saloon 4dr saloon **£25,020–£39,320** ★★★★☆
Undercuts the case to own an A4. Upmarket interior and good to drive. **LxWxH** 4458x1796x1416 **Kerb weight** 1240kg

1.0 30 TFSI	114	131	9.9	46.3-48.7	132-139
1.5 35 TFSI	148	139	8.2	54.3-56.5	131-136
2.0 40 TFSI	187	155	6.8	39.8-40.9	155-160
2.0 TFSI S3	298	155	4.7	34.4-34.9	184-186
1.6 30 TDI	114	131	10.4	51.4-54.3	137-143

A3 Cabriolet 2dr open **£31,095–£43,515** ★★★★☆
Compact, affordable, usable and refined. Strong performance, too. **LxWxH** 4423x1793x1409 **Kerb weight** 1380kg

1.5 35 TFSI	148	137	8.9	40.4-41.5	153-157
2.0 40 TFSI	187	155	7.2	38.7-39.8	161-165
2.0 TFSI S3	298	155	5.2	33.2	192-193

A4 4dr saloon **£29,260–£42,940** ★★★★☆
High quality and competent but leaves the dynamic finesse to its rivals. **LxWxH** 4726x1842x1427 **Kerb weight** 1320kg

2.0 35 TFSI	148	139	8.6	40.4-40.9	155-159
2.0 40 TFSI	187	155	7.3	39.2-39.8	160-164
2.0 45 TFSI quattro	242	155	5.6	35.8-36.2	177-180
2.0 35 TDI	148	136	8.9	49.6-51.4	144-148
2.0 40 TDI quattro	187	146	7.4	49.6-51.4	144-150

A4 Avant 5dr estate **£30,660–£68,270** ★★★★☆
Classy and demure estate lacks the dynamic sparkle of rivals. **LxWxH** 4725x1842x1434 **Kerb weight** 1370kg

2.0 35 TFSI	148	136	8.9	39.2-39.8	160-164
2.0 40 TFSI	187	148	7.5	37.2-38.2	168-172
2.0 45 TFSI quattro	242	155	6.0	34.4-35.3	181-185
3.0 V6 TFSI RS4 Avant	448	155	4.1	29.1	219-220
2.0 35 TDI	148	132	9.2	45.6-47.1	157-163
2.0 40 TDI	187	143-144	7.6-7.9	43.5-44.1	167-171

A5 2dr coupé **£35,465–£69,660** ★★★★☆
Refreshed coupé gets a sharper look and a refreshed interior. Still mundane to drive. **LxWxH** 4673x1846x1371 **Kerb weight** 1390kg

2.0 35 TFSI	148	140	8.9	38.7-40.4	158-165
2.0 40 TFSI	187	150	7.2	38.7-40.4	158-165
2.9 V6 TFSI RS5 quattro	443	155	3.9	30.1	212-213
2.0 40 TDI	187	150	7.7	48.7-52.3	142-151
2.0 40 TDI quattro	187	146	7.4	44.8-46.3	160-165
3.0 V6 TDI S5 quattro	345	155	4.8	TBC	TBC

A5 Sportback 5dr coupé **£34,790–£69,660** ★★★★☆
Refined, good-looking four-door coupé is sadly short on charm and finesse. **LxWxH** 4733x1843x1386 **Kerb weight** 1425kg

2.0 35 TFSI	148	139	9.1	38.2-39.8	160-167
2.0 40 TFSI	187	150	7.5	38.2-39.8	160-167
2.0 45 TFSI quattro	242	155	5.8	35.8-36.2	178-179
2.9 V6 TFSI RS5 Quattro	448	155	3.9	29.7	215-216
2.0 35 TDI	148	135	9.1	47.1-49.6	149-158
2.0 40 TDI	187	150	7.5	47.9-51.4	144-155
2.0 40 TDI quattro	187	146	7.6	44.1-45.6	162-167
3.0 V6 TDI quattro	345	155	4.9	TBC	TBC

A5 Cabriolet 2dr open **£39,395–£58,310** ★★★★☆
More practical than smaller options. Lower-powered, steel-sprung trim is best. **LxWxH** 4673x1846x1383 **Kerb weight** 1600kg

2.0 40 TFSI	187	150	7.9	36.7-37.2	173-174
2.0 45 TFSI quattro	242	155	6.5	34.0-34.4	186-187
2.0 40 TDI	187	150	8.4	45.6-46.3	161-164
2.0 40 TDI quattro	187	145	8.0	42.8-43.5	171-172

A6 4dr saloon **£39,860–£55,400** ★★★★☆
Supremely well-constructed but a bit soulless to drive. A smart office on wheels. **LxWxH** 4939x1886x1457 **Kerb weight** 1645kg

2.0 45 TFSI quattro	242	155	6.0	33.6-34.0	188-192
3.0 55 TFSI quattro	335	155	5.1	30.1-30.7	209-212
2.0 40 TDI	201	152	8.1	47.1-48.7	153-158
2.0 40 TDI quattro	201	153	7.6	44.8-46.3	161-164
3.0 50 TDI quattro	282	155	5.5	38.7-39.2	188-191

A6 Avant 5dr estate **£41,960–£57,500** ★★★★☆
A capable and high-tech throwback that's a timely reminder of what Audi does best. **LxWxH** 4939x1886x1467 **Kerb weight** 1710kg

2.0 45 TFSI quattro	242	155	6.2	32.5-33.2	193-197
3.0 55 TFSI quattro	335	155	5.3	29.4-30.1	213-217
2.0 40 TDI	201	149	8.3	44.8-46.3	161-166
2.0 40 TDI quattro	201	150	7.8	43.5-44.8	166-170
3.0 50 TDI quattro	282	155	5.7	37.7-38.2	193-196

A7 Sportback 5dr coupé **£48,860–£79,385** ★★★½☆
Easy on the eye and to live with, but let down by stolid dynamics. **LxWxH** 4969x1908x1422 **Kerb weight** 1880kg

2.0 45 TFSI quattro	242	155	6.2	32.8-33.6	190-195
3.0 55 TFSI quattro	335	155	5.3	29.7-30.1	214-215
2.0 40 TDI	201	152	8.3	45.6-47.9	155-164
2.0 40 TDI quattro	201	155	7.0	44.1-45.6	162-169
3.0 45 TDI quattro	227	155	6.5	37.7-38.2	193-195
3.0 50 TDI quattro	282	155	5.7	37.7-38.2	193-196
3.0 TDI S7 quattro	344	155	5.1	TBC	TBC

A8 4dr saloon **£71,200–£81,315** ★★★★☆
Technical tour de force benefits from Audi's knack of making very good limousines. **LxWxH** 5172x1945x1473 **Kerb weight** 1920kg

3.0 55 TFSI quattro	335	155	5.6	28.0-29.7	216-228
3.0 55 TFSI quattro LWB	335	155	5.7	27.7-28.8	223-232
3.0 50 TDI quattro	282	155	5.9	37.7-40.9	182-196
3.0 50 TDI quattro LWB	282	155	5.9	37.7-38.7	190-197

E-tron 5dr SUV **£72,270–£83,020** ★★★★½
A rounded, uber-luxurious addition to the premium EV niche. **LxWxH** 4901x1935x1629 **Kerb weight** 2490kg

55 quattro 95kWh	403	124	5.4	TBC	0

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Q2 5dr SUV £23,395–£37,820 ★★★★☆
Audi's smallest SUV is a decent stepping stone from the A3 to the Q range. **LxWxH** 4191x1794x1508 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 30 TFSI	114	122	10.3	44.8-46.3	137-142
1.5 35 TFSI	148	131	8.5	40.9-42.2	152-157
2.0 40 TFSI quattro	187	141	6.5	33.2-34.9	184-192
2.0 SQ2 TFSI	298	155	4.8	32.1-33.2	192-199
1.6 30 TDI	114	122	10.5	43.5-44.8	166-170
2.0 35 TDI quattro	148	131	8.1	44.1-46.3	160-168

Q3 5dr SUV £30,805–£47,130 ★★★½☆
Typically refined and competent but feels more like an A3 than an Audi SUV. **LxWxH** 4388x1831x1608 **Kerb weight** 1385kg

1.5 35 TFSI	148	128-131	9.2-9.6	36.7-37.7	169-176
2.0 40 TFSI quattro	187	136	7.4	30.4-30.7	208-210
2.0 45 TFSI quattro	227	144	6.3	31.0	205-207
2.0 35 TDI	148	128	9.2	44.1-44.8	165-167
2.0 35 TDI quattro	148	131	9.3	39.2-40.9	182-188
2.0 40 TDI quattro	188	137	8.0	37.7	196-197

Q3 Sportback 5dr SUV £36,365–£48,765 ★★★½☆
A more sporting take on the compact SUV, with similarly stable handling. **LxWxH** 4500x1856x1567 **Kerb weight** 1460kg

1.5 35 TFSI	148	126	9.6	47.9-48.7	134-132
2.0 45 TFSI quattro	227	144	6.5	37.7	171
2.0 35 TDI	148	126	9.3	50.4-51.4	148-146

Q5 5dr SUV £42,095–£55,035 ★★★★☆
Appealing combination of Audi allure, affordable SUV practicality and attractiveness. **LxWxH** 4663x1893x1659 **Kerb weight** 1720kg

2.0 45 TFSI quattro	242	147	6.4	30.4-32.5	198-211
2.0 40 TDI quattro	187	136	8.1	36.2-38.2	193-204
2.0 50 TFSI e	249	148	6.1	128.4	49
3.0 V6 TDI SQ5 quattro	342	155	5.1	TBC	TBC

Q7 5dr SUV £54,070–£95,060 ★★★★☆
Unengaging to drive and light on feel, but the cabin is both huge and classy. **LxWxH** 5052x1968x1740 **Kerb weight** 2060kg

3.0 V6 45 TDI quattro	228	142	7.3	32.5-33.6	220-228
3.0 V6 50 TDI quattro	282	152	6.3	32.1-33.2	221-231
4.0 V8 SQ7 TDI	429	155	4.8	37.2	200

Q8 5dr SUV £67,760–£104,990 ★★★★☆
Striking and effective coupé-SUV range-topper leaves us wanting more. **LxWxH** 4986x1995x1705 **Kerb weight** 2145kg

3.0 V6 55 TFSI quattro	335	155	5.9	26.2-25.7	246-249
3.0 V6 50 TDI quattro	282	152	6.3	32.5-32.8	225-228
4.0 V8 SQ8 TDI	429	155	4.8	36.2	205

TT 2dr coupé £32,140–£53,905 ★★★★☆
Still serves up plenty of pace, style and usability for the money. It's better to drive, too. **LxWxH** 4191x1966x1376 **Kerb weight** 1365kg

2.0 40 TFSI	194	155	6.6	40.9	155-156
2.0 45 TFSI	242	155	5.8-5.9	39.8	161-162
2.0 45 TFSI quattro	242	155	5.2	35.3	181-182
2.0 TTS	302	155	4.5	34.9-35.3	182-183
2.5 TTRS	395	155	3.7	30.7-31.0	207-209

TT Roadster 2dr open £33,890–£55,655 ★★★★☆
Plenty of pace and driver reward, along with prestige and design-icon style. **LxWxH** 4191x1966x1355 **Kerb weight** 1455kg

2.0 40 TFSI	194	155	6.9	39.8	160-162
2.0 45 TFSI	242	155	6.0-6.1	38.7	165-166
2.0 45 TFSI quattro	242	155	5.5	34.0-34.4	187-188
2.0 TTS	302	155	4.8	34.0	187-188
2.5 TTRS	395	155	3.9	29.7-30.1	213-215

R8 2dr coupé £128,295–£154,195 ★★★★☆
Usable but no less involving or dramatic for it. V10 is deliciously brutal. **LxWxH** 4426x1940x1240 **Kerb weight** 1590kg

5.2 V10 FSI quattro	532	198	3.5	21.4-21.6	297-298
5.2 V10 FSI Plus quattro	601	205	3.2	21.2-21.4	299-301

R8 Spyder 2dr open £136,985–£162,885 ★★★★☆
Taking the roof off the R8 enhances the drama tenfold. **LxWxH** 4426x1940x1245 **Kerb weight** 1680kg

5.2 V10 FSI quattro	532	197	3.6	21.2	301-302
5.2 V10 FSI Plus quattro	601	204	3.3	20.9-21.1	304-305

BAC

Mono 0dr open £165,125 ★★★★½
An F-22 Raptor for the road, only significantly better built. **LxWxH** 3952x1836x1110 **Kerb weight** 580kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.5 VVT	305	170	2.8	TBC	TBC

BENTLEY

Continental GT 2dr coupé £148,800–£159,900 ★★★★☆
Refined and improved in every area, making the Conti a superb grand tourer. **LxWxH** 4850x1966x1405 **Kerb weight** 2244kg

4.0 V8	542	198	3.9	TBC	TBC
6.0 W12	626	207	3.6	24.1	308

Continental GTC 2dr open £163,700–£176,000 ★★★★½
Immensely capable and refined open-top cruiser with effortless performance. **LxWxH** 4850x2187x1399 **Kerb weight** 2414kg

4.0 V8	542	198	4.0	TBC	TBC
6.0 W12	626	207	3.7	20.2	317

Mulsanne 4dr saloon £234,000–£280,500 ★★★★☆
If the Rolls Phantom is best from the back seat, the Mulsanne is best in the front. **LxWxH** 5575x1926x1521 **Kerb weight** 2685kg

6.75 V8	505	184	5.1-5.3	17.4	365
6.75 V8 Speed	530	190	4.9	17.4	365

Bentayga 5dr SUV £130,500–£182,200 ★★★★½
Crewe's first attempt at a luxury SUV is a solid effort. The Diesel is wondrous. **LxWxH** 5140x1998x1742 **Kerb weight** 2505kg

4.0 V8	542	171	4.5	21.7	296
6.0 W12 Speed	626	190	3.9	TBC	308

BMW

1 Series 5dr hatch £24,430–£36,430 ★★★★½
May not drive like a traditional BMW but delivers on upmarket hatch values. **LxWxH** 4319x1799x1434 **Kerb weight** 1365kg

118i	138	132	8.5	40.9-45.6	114-121
M135i xDrive	302	155	4.8	34.4-35.8	155-157
116d	114	TBC	10.1-10.3	54.3-61.4	103
118d	148	134	8.4-8.5	54.3-57.6	108-111
120d xDrive	187	TBC	7.0	48.7-58.3	117-119

2 Series 2dr coupé £25,765–£53,260 ★★★★½
A proper compact coupé now. Could be better equipped, however. **LxWxH** 4432x1774x1418 **Kerb weight** 1420kg

218i	134	130	8.8-8.9	35.8-38.2	TBC
220i	181	143	7.2	36.2-38.2	TBC
230i	248	155	5.6	35.8-36.7	TBC
M240i	335	155	4.6-4.8	32.5	TBC
M2 Competition	404	155	4.2-4.4	28.2-29.1	TBC
218d	148	132	8.3-8.5	47.9-52.3	TBC
220d	187	143	7.1-7.2	47.1-50.4	TBC
220d xDrive	187	140	7.0	43.5-46.3	TBC
225d	220	151	6.3	46.3-47.9	TBC

2 Series Convertible 2dr open £28,965–£43,085 ★★★½☆
Better than its 1 Series forebear but lacks truly distinguishing premium qualities. **LxWxH** 4432x1774x1413 **Kerb weight** 1440kg

218i	134	130	9.4-9.6	33.6-36.2	TBC
220i	181	143	7.7	34.4-35.8	TBC
230i	248	155	5.9	34.0-34.9	TBC
M240i	335	155	4.7-4.9	31.4	TBC
218d	148	132	8.8-9.0	45.6-47.9	TBC
220d	187	143	7.5-7.6	45.6-48.7	TBC
225d	220	151	6.5	44.1-44.8	TBC

2 Series Active Tourer 5dr hatch £25,565–£37,550 ★★★★☆
BMW's FWD hatch is a proper contender but not as practical as some of its rivals. **LxWxH** 4342x1800x1555 **Kerb weight** 1360kg

218i	134	127	9.3	39.8-44.1	TBC
220i	181	142	7.4	37.2-38.7	TBC
225xe	248	125	6.7	88.3-100.9	TBC
216d	335	121	11.1	55.4-58.9	TBC
218d	148	129	9.0-9.1	49.6-55.4	TBC
220d	187	141	7.6	50.4-53.3	TBC
220d xDrive	187	138	7.5	47.9-51.4	TBC

2 Series Gran Tourer 5dr MPV £27,470–£37,750 ★★★★½
Brings a proper premium MPV to the table. Third row seats aren't adult-sized, though. **LxWxH** 4556x1800x1608 **Kerb weight** 1475kg

218i	134	127	9.5-9.8	38.2-40.9	TBC
220i	181	137	7.8	35.3-36.2	TBC
216d	335	119	11.8	53.3-55.4	TBC
218d	148	127	9.6	47.9-51.4	TBC
220d	187	138	8.2	47.9-49.6	TBC
220d xDrive	187	135	8.0	45.6-47.1	TBC

3 Series 4dr saloon £32,565–£48,555 ★★★★★
Latest 3 Series has a growth spurt, but size is no obstacle for an engaging drive. **LxWxH** 4709x1827x1442 **Kerb weight** 1450kg

320i	181	146	7.1	41.5-43.5	124-127
330i	254	155	5.8	38.2-41.5	134-139
330e	288	155	5.9	188.3-201.8	37-38
M340i xDrive	369	155	4.4	34.0-34.9	162
318d	148	132	8.3-8.4	52.3-55.4	109-116
320d	187	146	6.8-7.1	49.6-56.5	110-118
320d xDrive	187	144	6.9	47.1-49.6	119-121
330d	263	155	5.5	44.1-47.9	133-138
330d xDrive	263	155	5.1	42.2-47.1	136-140

3 Series Touring 5dr estate £35,235–£48,765 ★★★★½
Towering everyday appeal. Arguably the best all-rounder sensible money can buy. **LxWxH** 4620x1811x1430 **Kerb weight** 1565kg

330i	254	155	5.9	39.2-40.4	139-146
320d	188	142	7.1-7.9	49.6-50.4	115-121
320d xDrive	188	142	7.4	47.9-51.4	121-124
330d xDrive	261	155	5.4	42.8-43.5	142-146

4 Series 2dr coupé £34,805–£65,300 ★★★★☆
A talented GT and a brilliant B-road steer that is very well-equipped. **LxWxH** 4640x1825x1377 **Kerb weight** 1475kg

420i	181	146	7.3-7.5	35.3-37.7	TBC
420i xDrive	181	144	7.6-7.8	33.6-36.2	TBC
430i	248	155	5.8-5.9	34.9-37.2	TBC
440i	321	155	5.0-5.2	31.0-33.6	TBC
M4	425	155	4.1-4.3	27.7-28.5	TBC
M4 Competition pack	444	155	4.0-4.2	24.7-28.5	TBC
420d	187	146	7.2-7.4	46.3-50.4	TBC
420d xDrive	187	144	7.3	43.5-45.6	TBC
430d	254	155	5.5	40.9-42.2	TBC
430d xDrive	254	155	5.2	38.7-39.2	TBC
435d xDrive	308	155	4.7	39.2-40.4	TBC

4 Series Convertible 2dr open £41,495–£68,720 ★★★★☆
A talented gran tourer with the ability to remove the roof. What's not to like? **LxWxH** 4640x1825x1384 **Kerb weight** 1700kg

420i	181	146	8.2-8.4	34.0-35.8	TBC
430i	248	155	6.3-6.4	32.8-35.3	TBC
440i	321	155	5.4	29.7-30.4	TBC
M4	425	155	4.4-4.6	27.2-28.0	TBC
M4 Competition pack	444	155	4.3-4.5	26.9-28.0	TBC
420d	187	146	8.1-8.2	44.1-46.3	TBC
430d	254	155	5.9	39.2-39.8	TBC
435d xDrive	308	155	5.2	37.7-38.2	TBC

4 Series Gran Coupé 4dr coupé £34,755–£50,040 ★★★★☆
Essentially a prettier 3 Series. Good, but not better than the regular saloon. **LxWxH** 4640x1825x1404 **Kerb weight** 1520kg

420i	181	146	7.5-7.7	34.9-37.1	TBC
420i xDrive	181	144	7.8-8.1	33.2-25.8	TBC
430i	248	155	5.9	34.4-37.2	TBC
440i	321	155	5.1	30.7-31.7	TBC
420d	187	146	7.4-7.6	46.3-51.4	TBC
420d xDrive	187	144	7.5	43.5-46.3	TBC
430d	254	155	5.6	40.9-41.5	TBC
430d xDrive	254	155	5.3	38.2-39.2	TBC
435d xDrive	308	155	4.8	39.2-39.8	TBC

5 Series 4dr saloon £37,640–£98,100 ★★★★½
The perfect compromise between the comfy E-Class and dynamic XF, and then some. **LxWxH** 4936x2126x1479 **Kerb weight** 1530kg

520i	181	146	7.8	38.2-40.4	TBC
530i	248	155	6.2	35.8-38.2	TBC
540i xDrive	335	155	4.8	29.4-31.4	TBC
M5	592	155	3.4	23.5-24.1	TBC
M5 Competition	616	155	3.3	23.5-24.1	TBC
530e	248	146	6.2	117.7-128.4	TBC
518d	148	132	8.8	47.1-52.3	TBC
520d	187	147	7.5	44.1-52.3	TBC
520d xDrive	187	144	7.6	43.5-48.7	TBC
530d	261	155	5.7	43.5-45.6	TBC
530d xDrive	261	155	5.4	39.2-41.5	TBC

5 Series Touring 5dr estate £39,890–£55,900 ★★★★½
The excellent 5 Series made in more practical form. The 520d is still the best. **LxWxH** 4942x2126x1498 **Kerb weight** 1630kg

520i	181	139	8.2	34.9-38.2	TBC
530i	248	155	6.5	34.0-36.7	TBC
540i xDrive	335	155	5.1	28.2-30.4	TBC
520d	187	147	7.8	44.1-47.9	TBC
520d xDrive	187	144	7.9	42.2-46.3	TBC
530d	261	155	5.8	40.9-43.5	TBC
530d xDrive	261	155	5.6	37.7-41.5	TBC

6 Series Gran Turismo 5dr hatch £43,910–£59,010 ★★★½☆
A large improvement on the 5GT and dynamically sound. Still an oddball, though. **LxWxH** 5007x1894x1392 **Kerb weight** 1720kg

630i	254	155	6.3	32.1-34.9	TBC
640i xDrive	335	155	5.3	26.9-29.1	TBC
620d	198	137	7.9	42.8-46.3	TBC
620d xDrive	198	135	8.0	40.4-44.8	TBC
630d	261	155	6.1	40.4-43.5	TBC
630d xDrive	261	155	6.0	37.2-40.9	TBC

7 Series 4dr saloon £69,565–£139,120 ★★★★☆
Rules on in-car entertainment and diesel sophistication; otherwise too bland. **LxWxH** 5098x1902x1478 **Kerb weight** 1755kg

740i	338	155	5.5	31.7-34.0	TBC
750i xDrive	527	155	4.0	25.7-26.9	TBC
M760Li xDrive	583	155	3.8	20.8-21.6	TBC
730d	261	155	6.1	41.5-43.5	TBC
730d xDrive	261	155	5.8	39.2-40.9	TBC
740d xDrive	315	155	5.2	37.7-39.8	TBC
745e	283	155	5.1-5.2	104.6-141.2	TBC

8 Series 2dr coupé/2dr open £71,840–£107,220 ★★★★☆
Has dynamism to spare, but not quite the breadth of ability of the best sporting GTs. **LxWxH** 4843x1902x1341 **Kerb weight** 1830kg

840i	335	155	5.0	33.2-33.6	TBC
M850i xDrive	523	155	3.7	26.2-26.9	TBC
840d xDrive	316	155	4.9	39.2-40.4	TBC

8 Series Gran Coupé 4dr saloon £69,340–£97,720 ★★★★☆
Four-door grand tourer offers greater practicality than its two-door siblings. **LxWxH** 5072x1932x1397 **Kerb weight** 1800kg

840i	335	155	5.2	31.7-33.2	TBC
M850i xDrive	523	155	3.9	24.4-24.6	TBC
840d xDrive	316	155	5.1	38.2-39.2	TBC

X1 5dr SUV £28,795–£38,145 ★★★★☆
Pick of the premium bunch but a tad unrefined and has ordinary handling. **LxWxH** 4439x1821x1598 **Kerb weight** 1395kg

sDrive18i	138	127	9.7	39.2-40.9	TBC
sDrive20i	189	138	7.4	36.7-38.2	TBC
xDrive20i	189	TBC	7.7	34.4-35.8	TBC
sDrive18d	148	126	9.3-9.4	47.9-49.6	TBC
xDrive18d	148	126	9.3-9.4	46.3-47.9	TBC
xDrive20d	187	136	7.8	45.6-47.9	TBC

X2 5dr SUV £29,725–£44,235 ★★★★☆
Proves crossovers aren't always worse than the hatchbacks on which they're based. **LxWxH** 4360x1824x1526 **Kerb weight** 1460kg

sDrive18i	138	127	9.6	39.8-43.5	TBC
sDrive20i	189	141	7.7	37.2-39.8	TBC
xDrive20i	189	TBC	7.6	34.9-36.2	TBC
M35i	302	155	4.9	33.6-34.0	TBC
sDrive18d	148	129	9.3-9.8	47.9-52.3	TBC
xDrive18d	148	128	9.2	46.3-49.6	TBC
xDrive20d	185	137	7.7	45.6-50.4	TBC

X3 5dr SUV £40,355–£77,190 ★★★★☆
Continues where the last one left off. Dynamically good and more luxurious inside. **LxWxH** 4708x1891x1676 **Kerb weight** 1750kg

xDrive20i	181	134	8.3	29.4-31.4	TBC
M40i	355	155	4.8	25.7-26.6	TBC
X3M Competition	503	155	4.1	26.9	TBC
xDrive20d	187	132	8.0	39.2-41.5	TBC
xDrive30d	261	149	5.8	36.7-38.7	TBC
M40d	321	155	4.9	35.3-36.7	TBC

X4 5dr SUV £44,875–£80,110 ★★★½☆
Downsized X6 is respectable enough if not loveable, but the X3 is a better option. **LxWxH** 4671x1881x1624 **Kerb weight** 1735kg

M40i	336	155	4.9	25.9-26.9	TBC
X4M Competiton	503	155	4.1	26.7	TBC
xDrive20d	187	131	8.0	39.2-41.5	TBC
xDrive30d	254	145	5.8	36.7-40.9	TBC
M40d	322	155	4.9	35.3-27.2	TBC

X5 5dr SUV £57,640–£74,170 ★★★★☆
More capable, convenient, refined and classy SUV that's a more satisfying drive. **LxWxH** 4922x2004x1745 **Kerb weight** 2110kg

xDrive40i	335	155	5.5	25.0-27.2	TBC
xDrive45e	282	TBC	5.6	188.3-235.4	TBC
M50i	523	155	4.3	22.6-23.2	TBC
xDrive30d	261	130	6.8	34.0-37.7	TBC
M50d	395	155	5.3	32.5-33.6	TBC

X6 5dr SUV £59,340–£76,870 ★★★½☆
The world's first off-road coupé, but appearances make it difficult to love. **LxWxH** 4909x1989x1702 **Kerb weight** 2065kg

xDrive40i	338	155	5.5	26.4-28.5	TBC
M50i	523	155	4.3	23.0-23.5	TBC
xDrive30d	254	143	6.7	32.5-33.6	TBC
M50d	375	155	5.2	29.4-30.1	TBC

X7 5dr SUV £72,315–£90,935 ★★★★☆
BMW's largest SUV yet crowns the line-up, but faces strong competition. **LxWxH** 5151x2000x1805 **Kerb weight** 2395kg

xDrive40i	338	155	6.1	24.6-24.8	TBC
M50i	523	155	4.7	21.6-21.9	TBC
xDrive30d	262	155	7.0	32.8-33.6	TBC
M50d	398	155	5.4	31.0-31.4	TBC

i3 5dr hatch £35,350–£37,840 ★★★★½
Our favourite high-end small car happens to be an EV, and it could change motoring. **LxWxH** 3999x1775x1578 **Kerb weight** 1245kg

120Ah	167	93	7.3	TBC	0
120Ah S	180	99	6.9	TBC	0

i8 2dr coupé/roadster £115,105–£127,105 ★★★★☆
If BMW's plug-in hybrid is what the future of the sports car looks like, we welcome it. **LxWxH** 4689x1942x1293 **Kerb weight** 1485kg

1.5 eDrive	374	155	4.4-4.6	128.4	TBC

Z4 2dr coupé £37,115–£49,185 ★★★★☆
Better to drive than ever, but makes a better open-top cruiser than a true sports car. **LxWxH** 4689x1942x1293 **Kerb weight** 1485kg

sDrive20i	195	155	6.6	38.7-39.8	TBC
sDrive30i	255	155	5.4	37.7-38.7	TBC
M40i	338	155	4.6	33.2	TBC

CADILLAC

CTS-V 4dr saloon £85,428 ★★★★☆
Eat your heart out, Germany - but lacks handling finesse of its European rivals. **LxWxH** 5050x1863x1447 **Kerb weight** 1850kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
6.2 V8 RWD	640	199	3.7	TBC	TBC

Escalade 5dr SUV £93,260 ★★☆☆☆
Cadillac's luxury SUV remains too large and ungainly for the UK. **LxWxH** 5179x2061x1896 **Kerb weight** 2635kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
6.2 V8 AWD	420	112	6.7-6.9	TBC	TBC

CATERHAM

Seven 2dr open £26,490-£53,885 ★★★★½
The 360 is the sweet spot in the revised range, giving the Seven just the right hit of performance. **LxWxH** TBC **Kerb weight** 490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 Sigma Ti-VCT 270	135	122	5.0	TBC	TBC
1.6 Sigma Ti-VCT 310	152	127	4.9	TBC	TBC
2.0 Duratec 360	180	130	4.8	TBC	TBC
2.0 Duratec 420	210	136	3.8	TBC	TBC
2.0 Supercharged 620S	310	145	3.4	TBC	TBC
2.0 Supercharged 620R	310	155	2.79	TBC	TBC

CHEVROLET

Camaro 2dr coupé/convertible £35,770-£47,850 ★★★½☆
An affordable American muscle car, but LHD only and less usable and unrefined. **LxWxH** 4784x1897 **Kerb weight** 1539kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 Turbo	268	149	5.9-6.1	TBC	TBC
6.2 V8	446	155-180	4.4-4.8	TBC	TBC

Corvette 2dr coupé/open £72,945-£100,305 ★★★½
LHD only and less usable and less able than rivals, but disarming and inimitable. **LxWxH** 4492x1872x1239 **Kerb weight** 1539kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
6.2 V8	459	180	4.1-4.2	TBC	TBC
6.2 V8 Z06	650	196	3.7-3.8	TBC	TBC

CITROEN

C-Zero 5dr hatchback £20,520 ★★★☆☆
Well-engineered electric city car, but too expensive and lacks the range of rivals. **LxWxH** 3475x1475x1600 **Kerb weight** 1120kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
Electric	64	80	15.9	TBC	0

C1 3dr hatch/5dr hatch £10,140-£14,110 ★★★½☆
Slightly cheaper than its Toyota sibling but less visually charming. **LxWxH** 3455x1615x1460 **Kerb weight** 855kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 VTi 72	71	99	12.6	TBC	TBC

C3 5dr hatchback £13,050-£19,310 ★★★½☆
Funky, fresh look gives a lease of life, shame that underneath isn't the same. **LxWxH** 3996x1749x1474 **Kerb weight** 976kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 82	79	107	12.8	TBC	TBC
1.2 PureTech 110	107	117	9.3	TBC	TBC
1.6 BlueHDi 100	96	115	10.6	TBC	TBC

C3 Aircross 5dr hatchback £16,655-£21,245 ★★★½☆
Funky-looking C3 gets a jacked-up, rugged SUV look. **LxWxH** 4155x1765x1637 **Kerb weight** 1088kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 82	79	103	15.9	TBC	TBC
1.2 PureTech 110	107	115	11.3	TBC	TBC
1.2 PureTech 130	127	124	10.4	TBC	TBC
1.6 BlueHDi 100	96	109	12.8	TBC	TBC

C4 Cactus 5dr hatchback £19,070-£23,335 ★★★½☆
Interesting and novel to look at but flawed to drive. **LxWxH** 4157x1729x1480 **Kerb weight** 965kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 110	107	117	9.3-9.7	TBC	TBC
1.2 PureTech 130	128	120	8.2	TBC	TBC
1.6 BlueHDi 100	96	114	10.6-11.2	TBC	TBC
1.6 BlueHDi 120	118	125	8.7	TBC	TBC

C4 Spacetourer 5dr MPV £22,780-£31,270 ★★★★☆
Plushness and an improved dynamic make for a better car. **LxWxH** 4438x1826x1610 **Kerb weight** 1280kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 130	126	125-128	10.1	TBC	TBC
1.6 BlueHDi 130	126	130	10.4	TBC	TBC
1.6 BlueHDi 160	158	131	8.9	TBC	TBC

Grand C4 Spacetourer 5dr MPV £24,880-£33,070 ★★★★☆
Alternative MPV offers something fresh, comfy, spacious and quietly upmarket. **LxWxH** 4602x1826x1638 **Kerb weight** 1297kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 130	126	125-128	10.8	TBC	TBC
1.6 BlueHDi 130	126	130	11.3	TBC	TBC
1.6 BlueHDi 160	158	130	9.2	TBC	TBC

C5 Aircross 5dr SUV £23,830-£32,730 ★★★½☆
Smooth-riding SUV has an easy-going nature, but not the most dynamic. **LxWxH** 4500x1859x1670 **Kerb weight** 1530kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 130	129	117	10.5	TBC	TBC
1.6 PureTech 180	178	134	8.2	TBC	TBC
1.5 BlueHDi 130	129	117	10.4	TBC	TBC
1.5 BlueHDi 180	174	131	8.6	TBC	TBC

Berlingo 5dr MPV £19,430-£26,650 ★★★★½
Boxy, slightly quirky and immensely practical van-based car returns to top form. **LxWxH** 4403x1921x1849 **Kerb weight** 1398kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 110	108	109	11.5	37.5-42.4	TBC
1.5 BlueHDi 75	75	95	16.5	TBC	TBC
1.5 BlueHDi 100	101	109	12.3	TBC	TBC
1.5 BlueHDi 130	128	116	10.3	TBC	TBC

CUPRA

Ateca 5dr hatch £35,900-£41,175 ★★★½☆
First model from Seat's stand-alone performance brand has decent pace and precision. **LxWxH** 4376x1841x1615 **Kerb weight** 1615kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 TSI 300	296	153	5.2	TBC	TBC

DACIA

Sandero 5dr hatch £6995-£11,595 ★★★☆☆
A clever budget prospect but its limitations are unavoidable, even after a smart facelift. **LxWxH** 4069x1733x1519 **Kerb weight** 969kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 SCe 75	71	98	14.2	TBC	TBC
0.9 TCe 90	87	109	11.1	TBC	TBC
1.5 dCi 95	93	111	11.9	TBC	TBC

Sandero Stepway 5dr hatch £9195-£12,055 ★★★½☆
A more expensive and slightly more rugged cheap car - but still limited. **LxWxH** 4089x1761x1555 **Kerb weight** 1040kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 SCe 75	73	98	15.1	TBC	TBC
0.9 TCe 90	87	104	11.1	TBC	TBC
1.5 dCi 95	93	106	13	TBC	TBC

Logan MCV 5dr estate £8495-£13,095 ★★★☆☆
Lacks its stablemates' charms but retains their cheapness. **LxWxH** 4501x1733x1552 **Kerb weight** 980kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 SCe 75	71	98	14.7	TBC	TBC
0.9 TCe 90	87	109	11.1	TBC	TBC
1.5 dCi 95	93	111	11.8	TBC	TBC

Logan MCV Stepway 5dr estate £12,695-£15,155 ★★★☆☆
Given a rugged makeover but still lacks charm. Extremely practical, though. **LxWxH** 4528x1761x1559 **Kerb weight** 1090kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
0.9 TCe 90	87	106	12.4	TBC	TBC
1.5 dCi 95	93	111	13.0	TBC	TBC

Duster 5dr SUV £10,995-£19,955 ★★★½☆
A value champion. If cheap family transport is what you require, the Duster delivers. **LxWxH** 4315x2000x1625 **Kerb weight** 1147kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 TCe 100 4x2	99	105	12.5	TBC	TBC
1.3 TCe 130 4x2	128	118	11.1	TBC	TBC
1.3 TCe 150 4x4	148	121	10.6	TBC	TBC
1.5 dCi 115 4x2	111	111	10.5	TBC	TBC
1.5 dCi 115 4x4	111	108	12.1	TBC	TBC

DS

3 3dr hatch/2dr open £19,480-£23,480 ★★★★☆
Premium-brand philosophy and aesthetics appeal, but the 3 lacks dynamic refinement. **LxWxH** 3948x1715x1483 **Kerb weight** 1090kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 110	107	117-118	9.6-10.2	39.1-44.8	TBC

3 Crossback 5dr SUV £24,555-£34,705 ★★★½☆
First foray into compact SUVs comfortably competes with more established rivals. **LxWxH** 4118x1802x1534 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 100	98	112	10.9	46.0-52.0	TBC
1.2 PureTech 130	128	124	9.2	42.2-47.1	TBC
1.2 PureTech 155	153	129	8.2	41.7-45.7	TBC
1.5 BlueHDi 100	98	112	11.4	54.4-62.7	TBC

7 Crossback 5dr SUV £27,435-£44,120 ★★★½☆
DS's first premium SUV certainly has the right price tag, equipment and appeal. **LxWxH** 4570x1895x1620 **Kerb weight** 1420kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 130	129	122	10.2	42.2-48.0	TBC
1.6 PureTech 180	178	137	8.9	35.2-38.5	TBC
1.6 PureTech 225 EAT8	218	141	8.3	33.6-36.5	TBC
1.5 BlueHDi 130	TBC	121	11.7	49.3-55.3	TBC
2.0 BlueHDi 180 EAT8	171	134	9.9	42.7	TBC

FERRARI

Portofino 2dr open £166,551 ★★★★☆
The entry-level Ferrari has the power, the looks and the touring ability. **LxWxH** 4586x1938x1318 **Kerb weight** 1664kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.9T V8	591	199	3.5	14.7-28.0	230-436

488 2dr coupé/open £197,418-£278,850 ★★★★★
Calm ride mixed with explosive performance. **LxWxH** 4568x1952x1213 **Kerb weight** 1475kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.9T V8 GTB	650	203-205	3.0	13.5-25.9	247-478
3.9T V8 Pista	710	212	2.85	15-26.2	245-430
3.9T V8 Pista Spider	710	211	2.85	15-26.2	245-430

F8 Tributo 2dr coupé £203,476 ★★★★★
The last hurrah for the pure internal combustion V8-powered mid-engined Ferrari. **LxWxH** 4611x1979x1206 **Kerb weight** 1435kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.9T V8 Tributo	710	211	2.9	TBC	TBC

GTC4 Lusso 2dr coupé £200,890-£243,126 ★★★★½
Another four-wheel-drive grand tourer Ferrari that is more usable than the FF. **LxWxH** 4922x1980x1383 **Kerb weight** 1865kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.9T V8	592	198	3.5	13.5-25.2	253-477
6.3 V12	670	208	3.4	9.9-21.0	308-648

812 Superfast 2dr open £263,033 ★★★★★
More powerful than the F12, but with better road manners making it the star of the range. **LxWxH** 4657x1971x1276 **Kerb weight** 1630kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
6.5 V12	777	211	2.9	11.2-20.0	320-572

FIAT

500 3dr hatch/2dr open £12,165-£20,995 ★★★½☆
Super desirable, super-cute city car. Pleasant, if not involving to drive. **LxWxH** 3571x1627x1488 **Kerb weight** 865kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 69hp	68	99	12.9	44.1	TBC
0.9 Twinair 85	83	107	11.0	49.6	TBC

500L 5dr MPV £17,910-£18,210 ★★★☆☆
A costly option but has some style to fill out some of its missing substance. **LxWxH** TBC **Kerb weight** TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.4 95hp	93	103-111	12.8-13.2	34.0-34.9	TBC

500X 5dr hatch £18,500-£24,700 ★★★½☆
Familiar styling works rather well as a crossover. Drives okay, too. **LxWxH** 4248x1796x1600 **Kerb weight** TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 E-Torq 110	108	112	11.5	36.7	TBC
1.0 Firefly Turbo 120hp	118	117	10.9	41.5	TBC
1.3 Firefly Turbo 150hp	148	124	9.1	40.9	TBC

Panda 5dr hatch £10,080-£16,580 ★★★½☆
Hasn't kept pace with its rivals, but sells robust, practical charm better than most. **LxWxH** 3653x1643x1551 **Kerb weight** 940kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 69hp	68	96-102	14.2-14.5	44.8	TBC
0.9 Twinair 85	83	103-110	11.2-12.1	37.2	TBC

Tipo 5dr hatch £14,905-£19,575 ★★★½☆
A 90s reboot that has been on a diet. Decent to drive and ample interior space. **LxWxH** 4368x1792x1495 **Kerb weight** 1195kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.4 95	93	115	12.1	36.2-36.7	TBC
1.4 T-Jet 120	118	124	9.6	36.7	TBC
1.6 Multijet II 120	118	124	9.8-10.2	48.7-51.4	TBC

Tipo Station Wagon 5dr estate £15,905-£17,905 ★★★½☆
Estate version is more practical, which mixes well with its driving characteristics. **LxWxH** 4571x1792x1514 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.4 95	93	115	12.3	36.2	TBC
1.4 T-Jet 120	118	124	9.8	34.4-36.7	TBC
1.6 Multijet II 120	118	124	10.1-10.4	48.7-50.4	TBC

FORD

Ka+ 5dr hatch £11,300-£15,050 ★★★½☆
The Ka gets two extra doors, and it's a breath of fresh air for the range. **LxWxH** 3929x1910x1524 **Kerb weight** 1055kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 Ti-VCT 70	69	99	15.3	48.7	TBC
1.2 Ti-VCT 85	83	105	13.3	43.5-47.9	TBC
1.5 TDCi 95	93	111	11.4	56.5-60.1	TBC

Fiesta 3dr/5dr hatch £15,995-£26,495 ★★★★½
Dynamically superb and continues the Fiesta legacy. No longer the class leader, though. **LxWxH** 4040x1735x1476 **Kerb weight** 1113kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.1 Ti-VCT 85	83	105	14.0	44.8-48.7	TBC
1.0T Ecoboost 100	98	111-113	10.5-12.2	40.4-50.4	TBC
1.0T Ecoboost 125	123	121	9.9	46.3-49.6	TBC
1.0T Ecoboost 140	138	125	9.0	46.3-48.7	TBC
1.5T Ecoboost 200 ST	197	144	6.5	40.4	TBC
1.5 TDCi Duratorq 85	83	108	12.5	55.4-60.1	TBC

Focus 5dr hatch £18,545-£31,995 ★★★★½
Better to drive and look at than before, and impressively good value. **LxWxH** 4378x1825x1471 **Kerb weight** 1369kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0T Ecoboost 85	84	110	13.5	44.1-49.6	TBC
1.0T Ecoboost 100	99	116	12.1	44.1-50.4	TBC
1.0T Ecoboost 125	123	119-124	10-11.7	37.7-49.6	TBC
1.5T Ecoboost 150	148	127-130	8.8-9.7	38.2-46.3	TBC
1.5T Ecoboost 182	180	137-138	8.3-8.4	38.7-44.1	TBC
2.3T Ecoboost 280 ST	276	155	5.7	34.3	179
1.5 EcoBlue 95	94	114	11.4	56.5-64.2	TBC
1.5 EcoBlue 120	118	117-122	10.0-10.8	49.6-62.8	TBC
2.0 EcoBlue 150	148	127-130	8.5-9.3	44.1-57.6	TBC

Focus Estate 5dr estate £19,645-£33,095 ★★★½☆
Almost as good to drive as the hatch, but a Skoda Octavia will carry more. **LxWxH** 4669x1825x1481 **Kerb weight** 1485kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0T Ecoboost 85	84	109	13.9	44.1-49.6	TBC
1.0T Ecoboost 100	99	115	12.7	44.1-50.4	TBC
1.0T Ecoboost 125	123	119-120	11.2-12.2	37.7-49.6	TBC
1.5T Ecoboost 150	148	129-130	8.9-9.2	38.2-46.3	TBC
1.5T Ecoboost 182	180	137-138	8.8	38.7-44.1	TBC
2.3T Ecoboost 280 ST	276	155	5.9	TBC	TBC
1.5 EcoBlue 95	94	112	11.8	56.5-64.2	TBC
1.5 EcoBlue 120	118	116-120	10.3-11.1	49.6-62.8	TBC
1.5 EcoBlue 150	148	126-129	8.7-9.5	44.1-57.6	TBC

Mondeo 5dr hatch £21,495-£32,595 ★★★★☆
Does what great Fords do, by over-delivering on practicality, handling and value. **LxWxH** 4871x1852x1482 **Kerb weight** 1455kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 SCTi Ecoboost 165	162	133-138	9.1-9.2	22.8-41.5	TBC
2.0 TIVCT hybrid 187	184	116	9.2	40.9-52.3	TBC
2.0 TDCi Duratorq 150	148	131-133	10.7-10.9	36.7-61.4	TBC
2.0 TDCi Duratorq 180	177	138	9.9	36.7-56.5	TBC
2.0 TDCi D'torq 180 AWD	177	137	10.0	34.9-52.3	TBC

Mondeo Estate 5dr estate £23,295-£34,095 ★★★★☆
A vast and enjoyable estate that majors on everything a great Ford should. **LxWxH** 4867x1852x1501 **Kerb weight** 1476kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 SCTi Ecoboost 165	162	135	9.2-9.3	22.8-41.5	TBC
2.0 TIVCT hybrid 187	184	116	9.2	40.9-52.3	TBC
2.0 TDCi Duratorq 150	148	128-130	10.8-11.1	36.7-61.4	TBC
2.0 TDCi Duratorq 180	177	138	9.9	36.7-56.5	TBC
2.0 TDCi D'torq 180 AWD	177	137	10.0	34.9-52.3	TBC

Mustang 2dr coupé/open £38,795-£51,045 ★★★★☆
American muscle built for the UK. What's not to like? **LxWxH** 4784x1916x1381 **Kerb weight** 1653kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.3 Ecoboost	286	145	5.8	30.1-32.5	TBC
5.0 V8	444	155	4.8	23.2-25.7	TBC
5.0 V8 Bullitt	453	163	4.6	23.9	TBC

C-Max 5dr MPV £22,300-£28,795 ★★★½☆
A fun-to-drive and easy-to-live-with five-seat MPV. **LxWxH** 4379x1828x1610 **Kerb weight** 1391kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0T Ecoboost 100	98	108	12.6	37.2-42.2	TBC
1.0T Ecoboost 125	123	116	11.4	37.2-42.2	TBC
1.5T Ecoboost 150	148	134	10.2	30.4-33.6	TBC
1.5 TDCi Duratorq 120	118	113-114	11.3-12.4	41.5-48.7	TBC

Grand C-Max 5dr MPV £23,900-£30,460 ★★★★☆
Mid-sized Ford handles well and can be had in five- or seven-seat form. Good value, too. **LxWxH** 4379x1828x1610 **Kerb weight** 1493kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0T Ecoboost 100	98	107	13.6	37.2-39.8	TBC
1.0T Ecoboost 125	123	115	12.2	37.2-39.8	TBC
1.5T Ecoboost 150	148	123	10.2	30.4-32.1	TBC
1.5 TDCi Duratorq 120	118	111-112	12.3-13.4	41.5-45.6	TBC

S-Max 5dr MPV £30,490-£42,470 ★★★★☆
Better to drive and better looking than most but not quite the class leader it was. **LxWxH** 4976x1916x1655 **Kerb weight** 1645kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 TDCi EcoBlue 150	148	123	10.3	34.0-53.3	TBC
2.0 TDCi EcoBlue 190	188	129	9.5	35.8-48.7	TBC
2.0 TDCi EcoBlue 190 AWD	188	128	9.8	31.7-46.3	TBC

Galaxy 5dr MPV £33,210-£39,070 ★★★½☆
Huge seven-seat MPV. Easy to place on the road but not cheap to buy. **LxWxH** 4848x1916x1747 **Kerb weight** 1708kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 TDCi EcoBlue 150	148	122-123	10.9	33.6-52.3	TBC
2.0 TDCi EcoBlue 190	188	129-131	9.6-9.8	35.8-52.3	TBC
2.0 TDCi EcoBlue 190 AWD	188	128	10.6	31.7-44.8	TBC

EcoSport 5dr SUV £17,850-£23,000 ★★★☆☆
Facelifted version of the pumped-up Fiesta is okay, but developing-world roots show. **LxWxH** 4096x1765x1653 **Kerb weight** 1280kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0T Ecoboost 100	98	105	11.9	39.8-44.1	TBC
1.0T Ecoboost 125	123	111	11.0-11.6	34.4-44.1	TBC
1.0T Ecoboost 140	138	115	10.2	39.8-43.5	TBC
1.5 TDCi EcoBlue 100	99	105	13.6	48.7-56.5	TBC

Kuga 5dr SUV £23,375-£37,200 ★★★★½
Bigger and sharper-looking than before but still retains its taut, responsive handling. **LxWxH** 4524x1838x1689 **Kerb weight** 1560kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 Ecoboost 120	118	112	12.5	34.9-35.3	TBC
1.5 Ecoboost 150	148	121	9.7	28.2-35.3	TBC
1.5 Ecoboost 176 AWD	174	124	10.1	28.5-29.1	TBC
1.5 TDCi 120	118	106-108	12.4-12.7	44.1-46.3	TBC
1.5 TDCi 150	148	119-121	9.9-10.1	37.2-39.2	TBC
1.5 TDCi 180 AWD	177	124-126	9.2-10.0	35.3-38.7	TBC

Edge 5dr SUV £37,020-£46,035 ★★★½☆
Mid-sized, US-developed SUV joins Ford's fleet to take on Europe's big SUVs. **LxWxH** 4808x1928x1692 **Kerb weight** 1912kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 EcoBlue 150	148	129	11.2	38.2-42.2	TBC
2.0 EcoBlue 238	235	134	9.6	34.4-41.5	TBC

GT 2dr coupé £420,000 ★★★★☆
The GT is back as a race car for the road. Compelling if not perfect. **LxWxH** 4808x1928x1692 **Kerb weight** 1912kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.5 V6 Ecoboost	650	216	3.0	TBC	TBC

Ranger 4dr pick-up £25,924-£48,784 ★★★★☆
Capable pick-up becomes off-road monster in Raptor spec, but loses VAT incentives. **LxWxH** 5277x1977x1703 **Kerb weight** 1866kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 EcoBlue 130	128	106	13.5	42.8	173
2.0 EcoBlue 170	158	109	11.8	40.4-43.5	184-207
2.0 EcoBlue 213	210	106	10.5	TBC	201-233
3.2 Duratorq TDCi 200	197	109	10.6	32.1-36.2	221-231

GINETTA

G40 Club Car 2dr coupé £35,000 (+champ pack) ★★★½☆
A balanced, affordable and fine-looking track-day car. Some of the finish isn't quite up to snuff. **LxWxH** TBC **Kerb weight** 840kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.8 Zetec	135	125	TBC	TBC	TBC

HONDA

Jazz 5dr hatch £14,600-£19,810 ★★★★☆
Not the most compact or vivacious but has decent handling and is cleverly packaged. **LxWxH** 3995x1694x1550 **Kerb weight** 1066kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.3 i-VTEC	99	113-118	11.2-12.3	48.7	TBC
1.5 i-VTEC	128	113-118	8.7-10.1	42.8	TBC

Civic 5dr hatch £19,305-£34,075 ★★★★☆
A fresh look while remaining practical, refined and upmarket. Lacks some dynamism. **LxWxH** 4518x1799x1434 **Kerb weight** 1275kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 VTEC Turbo 126PS	124	125-126	10.2-11.2	47.9	TBC
1.5 VTEC Turbo 182PS	179	125-136	8.2-8.5	46.3	TBC
1.6 i-DTEC 120PS	118	125	10.1	62.8	TBC
2.0 VTEC Turbo Type R	315	169	5.8	33.2	TBC

Civic 4 door 4dr saloon £19,905-£28,155 ★★★★☆
Saloon bodystyle gives Civic a more upmarket feel, without hurting its refined drive. **LxWxH** 4648x1799x1416 **Kerb weight** 1314kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 VTEC Turbo 126PS	124	130	10.7	47.9	TBC
1.6 i-DTEC 120PS	118	125	9.9	64.2	TBC

HR-V 5dr SUV £20,040-£29,615 ★★★½☆
Cleverly packaged and comfortable. Bland performance and forgettable, though. **LxWxH** 4294x1772x1605 **Kerb weight** 1241kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 i-VTEC 130PS	128	116-119	10.2-11.4	42.2	TBC
1.5 i-VTEC Turbo 182PS	180	134	7.8	47.1-47.9	TBC
1.6 i-DTEC	120	119	10.0	54.3-56.5	TBC

CR-V 5dr SUV £26,310-£38,830 ★★★★☆
Tardis-like S

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 T-GDi 120 2WD	118	112	12.0	44.1-44.8	TBC
1.6 T-GDi 177PS 4WD	175	127	7.9	34.0-33.6	TBC
1.6 CRDi 115 2WD	113	114	10.7	55.4-56.5	TBC
1.6 CRDi 136 2WD	134	119	10.2	52.3	TBC
Electric 39kWh	134	96	9.6	TBC	0
Electric 64kWh	201	104	7.6	TBC	0

Nexo 5dr SUV £65,995 ★★★½☆
Impressive effort that heads in the right direction for fuel cell cars. **LxWxH** 4670x2060x1640 **Kerb weight** 1814kg

95kW fuel cell	161	130	9.6	42mpkg	0

Tucson 5dr SUV £22,045-£34,945 ★★★½☆
Classy, roomy cabin and predictable handling. A very competitive SUV. **LxWxH** 4475x1850x1650 **Kerb weight** 1379kg

1.6 GDi 132PS	130	113	11.5	35.3	TBC
1.6 T-GDi 177PS	175	125-126	8.9-9.2	34.9-36.2	TBC
1.6 CRDi 115PS	113	109	13.7	48.7-49.6	TBC
1.6 CRDi 136PS	134	114-116	10.6-12.0	45.6-47.1	TBC
2.0 CRDi 185PS	182	125	9.5	40.9	TBC

Santa Fe 5dr SUV £33,425-£43,295 ★★★½☆
Another big Korean SUV with lots of space for not a lot of cash. Slick and comfy. **LxWxH** 4700x1880x1675 **Kerb weight** 1939kg

2.2 CRDi 200	197	127	9.3-9.4	38.7-43.5	TBC
2.2 CRDI 200 AWD	197	127	9.4-9.5	38.7-40.4	TBC

JAGUAR

XE 4dr saloon £31,505-£45,640 ★★★★½
Tops the pile thanks to outstanding driver appeal. Poised and engaging but refined. **LxWxH** 4672x1967x1416 **Kerb weight** 1450kg

2.0d 163	160	132-133	8.3-8.9	47.8-50.7	TBC
2.0d 180	177	140	7.6-7.9	45.7-51.1	TBC
2.0d 180 AWD	177	140	7.8	40.8-44.7	TBC
2.0d 240 AWD	236	155	6.1	38.9-42.5	TBC
2.0t 200	197	148	7.2	32.5-35.1	TBC
2.0t 250	246	155	6.2	32.6-25.1	TBC
2.0t 300 AWD	295	155	5.4	30.0-33.2	TBC

XF 4dr saloon £34,950-£53,035 ★★★★½
Outstandingly broad-batted dynamically, plus a pleasant cabin. **LxWxH** 4954x1987x1457 **Kerb weight** 1545kg

2.0d 163	160	132	8.7	46.1-50.4	TBC
2.0d 180	177	136	8.0-8.1	44.8-50.9	TBC
2.0d 180 AWD	177	136	8.4	40.2-44.4	TBC
2.0d 240 AWD	236	153	6.5	38.5-42.7	TBC
3.0d V6 300	295	155	6.2	40.8-43.2	TBC
2.0t 250	246	152	6.6	31.5-34.4	TBC
2.0t 300 AWD	295	155	5.8	29.9-32.6	TBC

XF Sportbrake 5dr estate £37,390-£55,035 ★★★★½
Superb XF is now available in the more practical Sportbrake form. It's a win-win. **LxWxH** 4954x1987x1496 **Kerb weight** 1660kg

2.0d 163	160	136	9.3-9.4	45.8-48.2	TBC
2.0d 180	177	138	8.8	44.0-48.4	TBC
2.0d 180 AWD	177	136	8.9	39.3-43.1	TBC
2.0d 240 AWD	236	150	6.7	37.8-41.5	TBC
3.0d V6 300	295	155	6.6	40.1-42.1	TBC
2.0t 250	246	150	7.1	30.8-33.3	TBC
2.0t 300	295	155	6.1	28.9-31.0	TBC

XJ 4dr saloon £62,360-£83,105 ★★★★☆
Mixes dynamism and refinement so well, but not as spacious or cosseting as some. **LxWxH** 5130x1899x1460 **Kerb weight** 1835kg

3.0d V6 300	295	155	6.2	35.7-36.3	TBC

F-Type 2dr coupé £51,925-£113,085 ★★★★½
A full-blooded assault on Porsche's backyard, with noise, power and beauty. **LxWxH** 4482x1923x1311 **Kerb weight** 1525kg

2.0t 300	295	155	5.7	30.3-31.2	TBC
3.0s V6 340	335	161	5.3-5.7	25.1-28.3	TBC
3.0s V6 380	374	171	4.9-5.5	24.6-26.6	TBC
3.0s V6 380 AWD	374	171	5.1	25.0-25.3	TBC
5.0s V8 550 R AWD	542	186	4.1	25.7-25.9	TBC
5.0s V8 575 SVR AWD	567	200	3.7	25.5	TBC

F-Type Convertible 2dr open £57,405-£118,575 ★★★★½
Costs serious money, but you get a serious car with a likeable wild side. **LxWxH** 4482x1923x1308 **Kerb weight** 1545kg

2.0t 300	295	155	5.7	30.4-31.1	TBC
3.0s V6 340	335	161	5.3-5.7	27.4-27.9	TBC
3.0s V6 380	374	171	4.9-5.5	25.9-26.2	TBC
3.0s V6 380 AWD	374	171	5.1	25.0-25.4	TBC
5.0s V8 550 R AWD	542	186	4.1	25.7-26.0	TBC
5.0s V8 575 SVR AWD	567	195	3.7	25.5	TBC

E-Pace 5dr SUV £28,930-£46,060 ★★★★☆
Jaguar's second SUV looks enticing, but can it make an impact like the F-Pace's? **LxWxH** 4411x1984x1649 **Kerb weight** 1775kg

2.0 D150	148	124	9.5	39.1-42.6	TBC
2.0 D150 AWD	148	120	9.9-10.1	36.3-41.7	TBC
2.0 D180 AWD	177	127-128	8.7-9.4	36.1-41.1	TBC
2.0 D240 AWD	236	139	7.0	34.5-36.9	TBC
2.0 P200 AWD	198	134	7.7	27.8-30.1	TBC
2.0 P250 AWD	245	143	6.6	27.1-29.5	TBC
2.0 P300 AWD	295	151	5.9	26.2-28.1	TBC

F-Pace 5dr SUV £36,520-£74,835 ★★★★☆
Credible first SUV effort is as refined and dynamic as a Jaguar should be. **LxWxH** 4746x2070x1667 **Kerb weight** 1690kg

2.0d 163	160	121	10.2	40.9-44.8	TBC
2.0 20d 180	177	129	8.5	39.9-43.4	TBC
2.0 20d 180 AWD	177	129	8.7	36.8-40.0	TBC
2.0 25d 240 AWD	236	135	7.2	35.4-38.5	TBC
3.0 V6 30d 300 AWD	295	150	6.2	34.2-36.6	TBC
2.0 25t 250 AWD	246	135	6.8	27.2-29.2	TBC
2.0 30t 300 AWD	295	145	6.0	26.2-28.0	TBC
5.0 V8 SVR 550 AWD	548	176	4.1	22.1	TBC

I-Pace 5dr SUV £64,495-£74,995 ★★★★½
Fast, refined and the first of its kind from a European manufacturer. **LxWxH** 4682x1895x1558 **Kerb weight** 2133kg

EV400	398	124	4.5	TBC	0

JEEP

Compass 5dr SUV £23,755-£35,325 ★★★☆☆
Wants to be a catch-all crossover, but is beaten by more road-focused rivals. **LxWxH** 4394x2033x1629 **Kerb weight** 1430kg

1.4 Multiair II 140	138	119	9.9	TBC	TBC
1.4 Multiair II 170 4WD	167	124	9.5	TBC	TBC
1.6d MultiJet II 120	118	115	11.0	TBC	TBC
2.0d MultiJet II 140 4WD	138	118	10.1	TBC	TBC
2.0d MultiJet II 170 4WD	167	122	9.5	TBC	TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)

Renegade 5dr SUV £23,500-£31,400 ★★★½☆
Middling compact crossover with chunky looks but no obvious charm. **LxWxH** 4236x1805x1667 **Kerb weight** 1346kg

1.0 GSE T3 120	118	115	11.2	38.2	TBC
1.3 GSE T4 150	148	122	9.4	38.2-39.8	TBC
1.6d MultiJet II 120	118	111	10.2	45.6-48.7	TBC
2.0d MultiJet II 140 4WD	138	113	9.5-10.2	37.7-40.4	TBC
2.0d MultiJet II 170 4WD	167	122	8.9	35.8	TBC

Cherokee 5dr SUV £35,750 ★★½☆☆
Hamstrung by poor UK specification. Uninspiring but practical and roomy. **LxWxH** 4624x1859x1670 **Kerb weight** 1738kg

2.2d MultiJet 185 4WD	182	127	8.8	TBC	TBC

Grand Cherokee 5dr SUV £49,880 ★★★½☆
The best Jeep on sale by some margin. Comfortable and well-equipped. **LxWxH** 4828x1943x1792 **Kerb weight** 2266kg

3.0 MultiJet 250 4WD	247	126	8.2	TBC	TBC

Wrangler 2dr/4dr SUV £44,865-£48,365 ★★★★☆
Heavy-duty off-roader goes anywhere, but lacks on-road manners. **LxWxH** 4223x1873x1840 **Kerb weight** 1827kg

2.2d MultiJet II 200 4WD	197	114	9.5	28.8-30.4	TBC

KIA

Picanto 5dr hatch £9720-£14,720 ★★★☆☆
Nice drive and cabin, but now overshadowed by rivals. **LxWxH** 3595x1406x1485 **Kerb weight** 935kg

1.0 MPi	66	100	13.8	49.6-50.4	127-129
1.0 T-GDi	99	112	10.1	48.7	133
1.25 MPi	83	100-107	11.6-13.2	42.2-49.6	129-151

Rio 5dr hatch £12,220-£18,010 ★★★½☆
Looks great and is well-priced, but nowhere near its European rivals. **LxWxH** 4065x1725x1445 **Kerb weight** 1155kg

1.0 T-GDi 99	99	115	10.3	48.7	132-133
1.0 T-GDi 118	118	118	9.8	44.8-47.1	137-142
1.25 MPi	83	107	12.5	45.6-46.3	138-140
1.4 MPi	98	103-108	11.8-13.4	42.2-46.3	138-151

Ceed 5dr hatch £18,295-£27,185 ★★★★☆
Third-generation hatchback can now compete for class honours. **LxWxH** 4310x1800x1447 **Kerb weight** 1315kg

1.0 T-GDi 118	118	116	10.9	47.9-50.4	127-134
1.4 T-GDi 138	138	128-130	8.6-8.9	43.5-46.3	139-148
1.6 T-GDI 201	201	142	7.5	38.2	169
1.6 CRDi 114	114	118	10.6	57.6-58.9	126-129
1.6 CRDI 134	134	122	10.2	57.6	129

Ceed Sportswagon 5dr estate £19,295-£28,600 ★★★★☆
All of the above, but with cavernous, more practical load space. **LxWxH** 4600x1800x1465 **Kerb weight** 1389kg

1.0 T-GDi 118	118	118	10.9	47.1	136-137
1.4 T-GDi 138	138	128-130	8.8-9.1	44.1-45.6	141-146
1.6 CRDi 114	114	119	10.7	56.5-58.9	127-132

Proceed 5dr hatch £23,840-£28,140 ★★★½☆
Alluring and interesting, but not quite as special to drive as it looks. **LxWxH** 4605x1800x1422 **Kerb weight** 1405kg

1.4 T-GDI 138	138	127-130	8.8-9.1	42.8-45.6	142-150
1.6 T-GDI 201	201	140	7.2	39.3	163
1.6 CRDI 134	134	124	9.8-10.0	54.3-56.5	132-136

Soul 5dr hatch £14,725-£30,495 ★★★½☆
Looks divide opinion. Better value now but still hardly the best option. **LxWxH** 4140x1800x1600 **Kerb weight** 1275kg

1.6 GDI 130	130	115	10.6	TBC	TBC
1.6 T-GDi 201	201	122	7.5	TBC	TBC
1.6 CRDi 134	134	112-113	10.7-10.8	TBC	TBC
27kWh Electric Drive	109	90	11.0	TBC	0

Optima 4dr saloon £22,260-£25,700 ★★★☆☆
Looks the part but is well off the pace set by its European rivals. **LxWxH** 4855x1860x1465 **Kerb weight** 1590kg

1.6 CRDi 134	134	121-122	10.6-11.2	53.3-54.3	137-139

Optima Sportswagon 5dr estate £23,100-£38,995 ★★★☆☆
Engine and finish leave it well behind rival European estates. **LxWxH** 4855x1860x1465 **Kerb weight** 1620kg

1.6 CRDi 134	134	124	9.8-10.7	51.4-52.3	140-143
2.0 T-GDi 241	241	144	7.3	30.4	211
2.0 GDi PHEV	202	119	9.1	188.3	34

Stinger 4dr saloon £32,435-£40,535 ★★★½☆
Sleek coupé-shaped saloon has the appeal and dynamics to rival Europe's best. **LxWxH** 4830x1870x1400 **Kerb weight** 1717kg

2.0 T-GDi	244	149	5.8	29.4	217
3.3 V6 T-GDi	365	168	4.7	27.7	233
2.2 CRDi	197	143	7.3	40.9	179

Venga 5dr hatch £15,625-£19,520 ★★★☆☆
A versatile interior, but firm ride and high price disappoint. **LxWxH** 4075x1765x1600 **Kerb weight** 1253kg

1.6	123	111-115	10.4-11.1	34.4-37.2	172-187

Carens 5dr MPV £19,505-£28,445 ★★★½☆
Nicely up to scratch without feeling cheap or austere, but no class leader. **LxWxH** 4525x1805x1605 **Kerb weight** 1483kg

1.6 GDi	133	115	10.9	TBC	TBC
1.7 CRDi 114	114	110	12.7	TBC	TBC
1.7 CRDi 139	139	117-120	10.0-10.9	TBC	TBC

Niro 5dr SUV £23,490-£30,845 ★★★½☆
Kia's first full hybrid is a solid attempt, but it lacks the refinement of better rivals. **LxWxH** 4355x1805x1545 **Kerb weight** 1500kg

1.6 GDi Hybrid	139	101	11.1	TBC	TBC
1.6 GDi Hybrid PHEV	139	107	10.4	TBC	TBC

Stonic 5dr SUV £16,540-£21,200 ★★★½☆
Kia's first crossover is striking and reasonably good considering the value. **LxWxH** 4140x1760x1520 **Kerb weight** 1160kg

1.4 MPI	98	107	12.2	45.6	141
1.0 T-GDi	118	115	9.9	46.3-47.1	137-138
1.6 CRDI	108	112	10.9	57.6	128

Sportage 5dr SUV £20,305-£34,545 ★★★½☆
Good ride, handling and usability. Looks good and is decent value. **LxWxH** 4480x1855x1635 **Kerb weight** 1454kg

1.6 GDi	130	113	11.1	34.9-35.7	179-184
1.6 T-GDi	174	127	8.9	34.4-34.9	184-187
1.6 T-GDI AWD	174	125-126	8.8-9.2	31.7-32.5	198-203
1.6 CRDi 114	114	109	11.4	49.6	150
1.6 CRDi 134	134	112	10.8-11.4	44.8-47.1	158-167
1.6 CRDI 134 AWD	134	112	11.6	42.8-43.5	169-173
2.0 CRDi 182 48V AWD	182	125	9.2	39.8-40.4	183-186

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)

Sorento 5dr SUV £30,225-£42,925 ★★★★☆
Kia moves upmarket with a smart, well-priced and nicely appointed seven-seater. **LxWxH** 4780x1890x1685 **Kerb weight** 1932kg

2.2 CRDi	197	127	9.0-9.6	37.7-41.5	177-196

KTM

X-Bow 0dr open £57,345-£70,717 ★★★★☆
Eccentric looks and sharp handling but expensive. **LxWxH** 3738x1915x1202 **Kerb weight** 847kg

2.0 R	290	143	3.9	TBC	TBC
2.0 GT	280	143	4.1	TBC	TBC

LAMBORGHINI

Huracán 2dr coupé £162,900-£238,000 ★★★★☆
Junior Lambo mixes usability and drama skilfully. Performante is the most rounded. **LxWxH** 4459x1924x1165 **Kerb weight** 1389kg

5.2 V10	572	198	3.4	21.4	332
5.2 V10 Evo	631	201	2.9	20.3	332
5.2 V10 Performante	631	201	2.9	19.7	357

Aventador 2dr coupé £278,000-£360,000 ★★★★☆
Big, hairy V12 has astonishing visuals and performance. Handling could be sweeter. **LxWxH** 4797x2030x1136 **Kerb weight** 1575kg

6.5 V12 S	730	217	2.9	15.4	499
6.5 V12 SVJ	759	217	2.8	15.8	486

Urus 2dr coupé £159,925 ★★★★☆
Lambo's second SUV is more alluring and aims to use the V8's power better. **LxWxH** 5112x2016x1638 **Kerb weight** 2200kg

4.0 V8	631	189	3.6	22.2	325

LAND ROVER

Range Rover Evoque 5dr SUV £31,295-£49,565 ★★★★☆
Refined, luxurious baby Range Rover has matured for its second generation. **LxWxH** 4371x1996x1649 **Kerb weight** 1891kg

2.0 eD4	145	113	10.6	TBC	TBC
2.0 P200	198	134	8.0	29.1-31.3	TBC
2.0 P250	248	143	7.0	29.1-31.2	TBC
2.0 P300	298	150	6.3	28.9-30.9	TBC
2.0 D150	148	125	10.5	42.1-44.9	TBC
2.0 D150 AWD	148	122	11.2	39.9-40.0	TBC
2.0 D180	178	127	9.3	38.2-41.5	TBC
2.0 D240	238	140	7.2	37.8-40.9	TBC

Range Rover Velar 5dr SUV £45,260-£86,685 ★★★★☆
Dubbed the most car-like Landie ever and it doesn't disappoint. Expensive. **LxWxH** 4803x2032x1665 **Kerb weight** 1829kg

2.0 P250	248	135	7.1	27.7-30.8	TBC
2.0 P300	298	145	6.2	26.9-29.8	TBC
5.0 V8 P550 SVAD	548	170	4.5	23.0	TBC
2.0 D180	178	120	8.9	37.8-42.0	TBC
2.0 D240	238	135	7.4	36.5-41.1	TBC
3.0 V6 D275	272	135	7.0	34.7-38.0	TBC
3.0 V6 D300	298	150	6.7	34.7-38.0	TBC

Range Rover Sport 5dr SUV £68,155-£101,810 ★★★★½
Bigger and better; a cut-price Range Rover rather than a jumped-up Discovery. **LxWxH** 4850x2073x1780 **Kerb weight** 2111kg

2.0 P300	298	125	7.3	24.0-26.1	TBC
2.0 P400e PHEV	401	137	6.7	75.3-86.9	TBC
3.0 P400	398	140	6.2	24.9-27.4	TBC
5.0 V8 P525	522	155	5.3	18.9-20.2	TBC
5.0 V8 P575 SVR	572	176	4.5	18.9	TBC
3.0 SDV6	302	140	7.1	28.5-32.0	TBC
4.4 SDV8	336	140	7.2	25.5-27.0	TBC

Range Rover 5dr SUV £83,655-£115,875 ★★★★½
Wherever you are, the Rangie envelops you in a lavish, invincible sense of occasion. **LxWxH** 4999x2220x1835 **Kerb weight** 2249kg

3.0 SVD6	272	130	7.9	29.1-31.5	TBC
4.4 SDV8	336	135	7.3	25.4-26.6	TBC
3.0 P400	398	140	6.3	25.1-26.7	TBC
2.0 P400e	399	137	6.8	75.7-85.1	TBC
5.0 V8 P525	522	155	5.4	18.9-20.0	TBC
5.0 V8 P565 SVAD	562	155	5.4	18.9	TBC

Discovery Sport 5dr SUV £31,575-£42,475 ★★★★½
Seven seats, at home on-road and off-road, plus new-found desirability. **LxWxH** 4599x2069x1724 **Kerb weight** 1732kg

2.0 D150	148	121	10.5	42.0-47.8	TBC
2.0 D150 AWD	148	118	10.7	38.0-40.9	TBC
2.0 D180	178	126	9.1	37.3-40.4	TBC
2.0 D240	238	137	7.2	36.6-39.6	TBC
2.0 P200	198	129	8.5	28.5-30.8	TBC
2.0 P250	247	140	7.1	28.4-30.5	TBC

Discovery 5dr SUV £47,745-£57,360 ★★★★½
The country bumpkin given elocution lessons without losing its rugged capabilities. **LxWxH** 4970x2073x1888 **Kerb weight** 2115kg

2.0 SD4	234	121	8.0	TBC	TBC
3.0 V6 Td6	251	130	7.7	TBC	TBC
2.0 Si4	295	125	7.3	TBC	TBC

LEXUS

CT 5dr hatch £25,150-£31,250 ★★★★☆
Hybrid-only hatch has a pokey cabin and mismatched character traits. **LxWxH** 4350x1765x1445 **Kerb weight** 1465kg

1.8 VVT-i CT200h	134	112	10.3	53.2-54.3	TBC

ES 4dr saloon £35,150-£45,650 ★★★½☆
Gatecrashes the German-controlled saloon market in a way the GS could never manage. **LxWxH** 4975x1865x1445 **Kerb weight** 1680kg

2.5 VVT-i ES300h	218	112	8.9	48.7-53.2	TBC

IS 4dr saloon £31,895-£40,995 ★★★½☆
Sleek compact executive car is well-made and interesting but still a left-field choice. **LxWxH** 4680x1810x1430 **Kerb weight** 1620kg

2.5 VVT-i IS300h	220	125	8.3	44.1-50.0	TBC

LS 4dr saloon £73,270-£98,670 ★★★½☆
Luxury saloon gets more tech and opulence but is let down by its hybrid powertrain. **LxWxH** 5235x1900x1460 **Kerb weight** 2270kg

3.5 V6 VVT-i LS500h	348	155	5.4	35.7-36.2	TBC

RC 2dr coupé £39,145-£69,690 ★★★½☆
An also-ran, but the V8 RC F packs plenty of character and handles well enough. **LxWxH** 4695x1840x1395 **Kerb weight** 1736kg

2.5 VVT-i RC300h	220	118	8.6	40.9-45.5	TBC
5.0 V8 RC F	470	168	4.5	25.0	TBC

LC 2dr coupé £76,595-£91,995 ★★★★☆
Superb-looking coupé shows flickers of what made the LFA great. **LxWxH** 4770x1920x1345 **Kerb weight** 1935kg

5.0 V8 LC500	470	168	4.4	24.4	TBC
3.5 V6 LC500h	354	155	4.7	34.8	TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)

NX 5dr SUV £35,950-£45,500 ★★★☆☆
Some good ideas, but dramatically off the pace to drive. **LxWxH** 4630x1845x1645 **Kerb weight** 1905kg

2.5 VVT-i NX300h 4WD	194	112	9.2	35.7-37.1	TBC

RX 5dr SUV £49,700-£61,700 ★★★½☆
Low flexibility, but hybrid option makes a degree of economic sense. **LxWxH** 4890x1895x1690 **Kerb weight** 2100kg

3.5 V6 RX450h	308	124	7.7	35.3-37.1	120-127

UX 5dr SUV £29,905-£40,355 ★★★½☆
Refreshingly different premium SUV is a credible, if not class-leading, alternative. **LxWxH** 4495x1840x1520 **Kerb weight** 1620kg

2.0 250h	181	110	8.5	46.3-53.3	TBC

LOTUS

Elise 2dr open £41,655- £49,555 ★★★★☆
A delicate, vivid and unfettered drive; if you want a daily driver, shop elsewhere. **LxWxH** 3824x1719x1117 **Kerb weight** 830kg

1.8 VVT-i 220	217	145	4.2	36.7	TBC
1.8 VVT-i 246	242	151	3.8	36.2	TBC

Exige 2dr coupé £62,285-£103,285 ★★★★½
Sharp, uncompromising track car. Unforgiving on the road. **LxWxH** 4084x1802x1129 **Kerb weight** 1125kg

3.5 V6 VVT-i 350	345	162-170	3.8-3.9	28.2	TBC
3.5 V6 VVT-i 380	374	170-178	3.6-3.7	27.7	TBC
3.5 V6 VVT-i 430	428	180	3.2	27.7	TBC

Evora 2dr coupé £88,065 ★★★★☆
Dynamically it puts nearly everything else in the shade. Shame about the interior. **LxWxH** 4084x1802x1129 **Kerb weight** 1395kg

3.5 V6 VVT-i 410	404	174-190	4.1-4.2	25.7-26.7	TBC

MASERATI

Ghibli 4dr saloon £53,415-£57,325 ★★★☆☆
Maser's compact exec has the allure but lacks power and is poorly finished in places. **LxWxH** 4971x1945x1461 **Kerb weight** 1810kg

3.0d V6	271	155	6.3	33.2-35.7	TBC
3.0 V6	345	166	5.5	23.5-24.9	TBC

GranTurismo 2dr coupé £92,230-£107,865 ★★★☆☆
Not short on richness or desirability and well capable of stirring the soul. **LxWxH** 5652x1948x1481 **Kerb weight** 1873kg

4.7 V8	453	185	4.8	TBC	TBC

GranCabrio 2dr open £106,285-£114,330 ★★★☆☆
Fantastic looks and soundtrack but an average chassis overall. **LxWxH** 4971x1945x1461 **Kerb weight** 1973kg

4.7 V8	453	177-179	4.9-5.0	TBC	TBC

Quattroporte 4dr saloon £76,050-£86,675 ★★★☆☆
Now a full-sized executive limo, with some added flair. Off the pace in several key areas. **LxWxH** 5264x1948x1481 **Kerb weight** 1860kg

3.0d V6	271	155	6.4	33.2-35.7	TBC
3.0 V6	339	167	5.1	23.5-24.9	TBC

Levante 4dr SUV £58,315-£72,525 ★★★☆☆
Italian flair and good looks in abundance, but diesel not as sonorous as petrols. **LxWxH** 5003x1968x1679 **Kerb weight** 2109kg

3.0d V6	271	143	6.9	29.1-30.0	189
3.0 V6	339	156	6.0	20.7-22.4	249
3.0 V6 S	424	164	5.2	20.9-22.4	253

MAZDA

2 5dr hatch £13,595-£17,395 ★★★★☆
Grown-up, well-made and drives with charm and vigour; engines aren't brilliant. **LxWxH** 4060x1695x1495 **Kerb weight** 1075kg

1.5 Skyactiv-G 75	74	106	12.1	49.6	TBC
1.5 Skyactiv-G 90	88	110-114	9.4-12.0	49.6	TBC
1.5 Skyactiv-G 115	113	124	8.7	48.7	TBC

3 5dr hatch £20,595-£24,995 ★★★★☆
Pleasing dynamism teamed with good practicality and punchy diesel engines. **LxWxH** 4060x1695x1495 **Kerb weight** 1351kg

2.0 Skyactiv-G 120	118	121	8.9	43.5	TBC
2.0 Skyactiv-G 165	162	130	8.2	37.7	TBC
1.5 Skyactiv-D 105	103	115	11.0	65.7	TBC
2.2 Skyactiv-D 150	148	130	8.1	47.1	TBC

3 Fastback 4dr saloon £20,595-£21,495 ★★★★☆
Refined and dynamically satisfying in a saloon bodystyle. **LxWxH** 4060x1695x1495 **Kerb weight** 1345kg

2.0 Skyactiv-G 120	118	123	8.8	43.5	TBC

6 4dr saloon £23,195-£32,685 ★★★½☆
A compelling mix of size, economy and performance. Interior is a let-down. **LxWxH** 4870x1840x1450 **Kerb weight** 1465kg

2.0 Skyactiv-G 145	143	129	9.5	40.3-42.2	TBC
2.0 Skyactiv-G 165	162	135	9.1	42.2	TBC
2.5 Skyactiv-G 194	191	138	8.1	38.2	TBC
2.2 Skyactiv-D 150	148

CX-5 5dr SUV £24,795–£34,395 ★★★★☆
Offers powerful diesel engines and strong performance, plus a welcoming interior. **LxWxH** 4550x1840x1675 **Kerb weight** 1575kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 Skyactiv-G 165	162	125	10.3	36.7-38.2	TBC
2.2 Skyactiv-D 150	148	112-127	9.4-10.3	43.5-49.6	TBC
2.2 Skyactiv-D 184	181	129	9.6	39.8-42.8	TBC

MX-5 2dr open £18,995–£25,795 ★★★★★
Brilliantly packaged, priced and perfectly poised but more vibrant than the original. **LxWxH** 3915x1735x1225 **Kerb weight** 1050kg

1.5 Skyactiv-G 132	129	127	8.3	44.1	TBC
2.0 Skyactiv-G 184	181	136	6.5	40.4	TBC

MX-5 RF 2dr open £22,595–£29,195 ★★★★★
Remains perfectly poised and vibrant, even with a folding metal roof. **LxWxH** 3915x1735x1230 **Kerb weight** 1090kg

1.5 Skyactiv-G 132	129	126	8.6	44.1	TBC
2.0 Skyactiv-G 184	181	124-126	7.9-8.7	37.7-40.4	TBC

McLAREN

540C 2dr coupé £126,055 ★★★★☆
The affordable end of McLaren's spectrum isn't any less enthralling to drive. **LxWxH** 4530x2095x1202 **Kerb weight** 1449kg

3.8 V8	533	199	3.5	23.2	276

570S 2dr coupé/open £145,305–£164,750 ★★★★★
Blisteringly fast and exciting supercar-slayer with hugely appealing handling. **LxWxH** 4530x2095x1202 **Kerb weight** 1440kg

3.8 V8	562	204	3.1	23.2	276

570GT 2dr coupé £154,000 ★★★★★
The 570GT retains the lusty, fast appeal of its sister car, even with added practicality. **LxWxH** 4530x2095x1201 **Kerb weight** 1498kg

3.8 V8	562	204	3.3	23.2	276

600LT 2dr coupé £185,500 ★★★★★
Lighter, faster and more athletic than the 570S. McLaren at its very best. **LxWxH** 4604x2095x1191 **Kerb weight** 1356kg

3.8 V8	592	204	2.9	23.2	277

720S 2dr coupé £218,020 ★★★★★
The start of an era for McLaren and what a way to begin it is. **LxWxH** 4543x2059x1196 **Kerb weight** 1419kg

4.0 V8	710	212	2.9	23.2	276

GT 2dr coupé £163,000 ★★★★½
Woking's most user-friendly car to date is still a McLaren first and foremost. **LxWxH** 4683x2095x1213 **Kerb weight** 1530kg

4.0 V8	612	203	3.2	23.7	270

Senna 2dr coupé £750,000 ★★★★★
Astounding circuit performance made superbly accessible. **LxWxH** 4744x2155x1229 **Kerb weight** 1309kg

4.0 V8	789	208	2.8	22.7	280

MERCEDES-BENZ

A-Class 5dr hatch £23,075–£35,580 ★★★★☆
A little bit of luxury in a desirable, hatchback-sized package. **LxWxH** 4419x1992x1440 **Kerb weight** 1445kg

1.3 A180	136	134	9.2	42.2-47.9	TBC
1.3 A200	163	140	8.2	40.9-47.9	TBC
2.0 A220	187	149	6.9	37.7-41.5	TBC
2.0 A220 4Matic	187	146	6.9	35.8-39.8	TBC
2.0 A250	224	155	6.2	37.7-41.5	TBC
2.0 AMG A35 4Matic	302	155	4.7	33.6-35.8	TBC
1.5 A180d	116	126	10.5	53.3-61.4	TBC
2.0 A200d	148	137	8.1	53.3-58.9	TBC
2.0 A220d	187	146	7.0	52.3-57.7	TBC

A-Class Saloon 4dr saloon £26,725–£36,485 ★★★½☆
Larger, more grown-up A-Class adds premium touch to smallest Merc saloon. **LxWxH** 4549x1796x1446 **Kerb weight** 1465kg

1.3 A180	133	134	8.9	42.8-48.7	TBC
1.3 A200	161	143	8.1-8.3	42.8-48.7	TBC
2.0 A220	188	150	7.0	38.2-42.2	TBC
2.0 A220 4Matic	188	147	7.0	36.2-40.9	TBC
2.0 A250	222	155	6.3	38.2-42.2	TBC
2.0 AMG A35	302	155	4.8	32.9-36.7	TBC
1.5 A180d	114	128	10.6	56.5-64.2	TBC

B-Class 5dr hatch £26,975–£32,375 ★★★½☆
A slightly odd prospect, but practical and classy nonetheless. **LxWxH** 4393x1786x1557 **Kerb weight** 1395kg

1.3 B180	136	132	9.0	40.4-47.1	TBC
1.3 B200	163	139	8.2	39.8-46.3	TBC
1.5 B180d	116	124	10.7	51.4-60.1	TBC
2.0 B200d	148	136	8.3	51.4-57.7	TBC
2.0 B220d	187	145	7.2	50.4-56.5	TBC

C-Class 4dr saloon £30,845–£75,733 ★★★★☆
Merc ramps up the richness, but the engines and dynamics aren't refined enough. **LxWxH** 4686x1810x1442 **Kerb weight** 1450kg

1.6 C180	156	140	8.2-8.3	37.7-43.5	TBC
1.5 C200	181	149	7.7	37.7-43.5	TBC
1.5 C200 4Matic	181	145	8.1	35.3-39.8	TBC
2.0 C300	258	155	5.9	35.3-39.8	TBC
3.0 V6 AMG C43 4Matic	385	155	4.7	28.0-29.4	TBC
4.0 V8 AMG C63	469	155	4.1	25.5-25.9	TBC
4.0 V8 AMG C63 S	503	180	4.0	25.5-25.9	TBC
1.6 C200d	158	140	7.9-8.5	48.7-61.4	TBC
2.0 C220d	192	149	6.9	45.6-53.3	TBC
2.0 C220d 4Matic	192	145	6.9	40.9-47.9	TBC
2.0 C300d	241	155	5.9	43.5-49.6	TBC
2.0 C300d 4Matic	241	155	5.8	42.2-47.9	TBC

C-Class Estate 5dr estate £32,045–£79,528 ★★★★☆
Decent practicality and fantastic interior. It's a shame that it's only ordinary to drive. **LxWxH** 4702x1810x1457 **Kerb weight** 1495kg

1.6 C180	156	138-139	8.4-8.5	34.0-42.2	TBC
1.5 C200	181	146	7.9	36.7-40.9	TBC
1.5 C200 4Matic	181	143	8.4	34.5-38.7	TBC
2.0 C300	258	155	6.0	34.5-38.7	TBC
3.0 V6 AMG C43 4Matic	385	155	4.8	27.4-28.8	TBC
4.0 V8 AMG C63	469	155	4.2	25.0-25.5	TBC
4.0 V8 AMG C63 S	503	174	4.1	24.8-25.5	TBC
1.6 C200d	158	137	8.2-8.7	47.1-57.7	TBC
2.0 C220d	192	145	7.0	44.8-51.4	TBC
2.0 C220d 4Matic	192	142	7.4	41.5-46.3	TBC
2.0 C300d	241	155	6.0	42.8-47.9	TBC
2.0 C300d 4Matic	241	155	6.0	41.5-47.1	TBC

C-Class Coupé 2dr coupé £35,285–£78,023 ★★★★☆
Nice balance of style, usability and driver reward. **LxWxH** 4696x1810x1405 **Kerb weight** 1505kg

1.6 C180	156	140	8.5	35.3-42.8	TBC
1.5 C200	181	149	7.9	37.7-42.2	TBC
1.5 C200 4Matic	181	145	8.4	35.3-39.8	TBC
2.0 C300	258	155	6.0	35.8-39.8	TBC
3.0 V6 AMG C43 4Matic	385	155	4.7	28.0-29.4	TBC
4.0 V8 AMG C63	469	155	4.0	25.0-25.5	TBC
4.0 V8 AMG C63 S	503	180	3.9	25.0-25.5	TBC
2.0 C220d	192	149	7.0	46.3-52.3	TBC
2.0 C220d 4Matic	192	145	7.3	42.8-47.9	TBC
2.0 C300d	241	155	6.0	44.1-49.6	TBC
2.0 C300d 4Matic	241	155	6.0	42.8-48.7	TBC

C-Class Cabriolet 2dr open £39,104–£83,036 ★★★★☆
Take all the good bits about the coupé and add the ability to take the roof off. Bingo. **LxWxH** 4686x1810x1409 **Kerb weight** 1645kg

1.6 C180	156	137-138	8.9	33.6-41.5	TBC
1.5 C200	181	146	8.5	36.2-40.4	TBC
1.5 C200 4Matic	181	143	8.8	33.2-38.2	TBC
2.0 C300	258	155	6.2	34.0-37.7	TBC
3.0 V6 AMG C43 4Matic	385	155	4.8	27.4-28.5	TBC
4.0 V8 AMG C63	469	155	4.2	24.6-24.8	TBC
4.0 V8 AMG C63 S	503	174	4.1	24.4-24.8	TBC
2.0 C220d	191	145	7.5	44.8-49.6	TBC
2.0 C220d 4Matic	191	142	7.8	40.9-46.3	TBC
2.0 C300d	242	155	6.3	42.2-47.1	TBC

E-Class 4dr saloon £38,065–£94,725 ★★★★☆
A wee bit pricey, and less sporting than its rivals, but still comfy and luxurious. **LxWxH** 4940x1852x1452 **Kerb weight** 1680kg

2.0 E220d	189	149	7.3	43.5-51.4	TBC
2.0 E220d 4Matic	189	149	7.5	42.8-47.9	TBC
2.0 E300e	329	155	5.5	134.5-156.9	TBC
2.0 E300de	312	155	5.7	176.6-201.8	TBC
3.0 E400d 4Matic	335	155	4.9	37.7-42.8	TBC
3.0 AMG E53 4Matic+	429	155	4.5	29.7-31.4	TBC
4.0 V8 AMG E63 S 4Matic+	594	155	3.4	22.8-23.7	TBC

E-Class Estate 5dr estate £40,065–£96,725 ★★★★☆
Far more practical than its rivals, but pricier and less sporty than those closest to it. **LxWxH** 4933x1852x1475 **Kerb weight** 1780kg

2.0 E220d	189	146	7.7	41.5-47.1	TBC
2.0 E220d 4Matic	189	145	7.8	40.9-44.8	TBC
2.0 E300de	312	155	5.8	166.2-176.6	TBC
3.0 V6 E400d 4Matic	335	155	5.1	37.2-40.9	TBC
2.0 E200	181	144	8.1	31.0-35.3	TBC
3.0 V6 AMG E53 4Matic+	429	155	4.5	29.4-30.7	TBC
4.0 V8 AMG E63 S 4Matic+	594	155	3.5	22.6-23.3	TBC

E-Class Coupé 2dr coupé £41,370–£64,740 ★★★★☆
Big, laid-back four-seat tourer. Borrows looks from the ravishing S-Class Coupé. **LxWxH** 4846x1860x1431 **Kerb weight** 1685kg

2.0 E300	237	155	6.4	31.0	TBC
2.0 E350	295	155	5.9	TBC	TBC
3.0 E450 4Matic	362	155	5.6	29.1-31.4	TBC
3.0 AMG E53 4Matic+	429	155	4.4	30.1-31.4	TBC
2.0 E220d	189	150	7.4	43.5-50.4	TBC
2.0 E220d 4Matic	189	149	7.6	42.2-47.1	TBC
3.0 E400d 4Matic	335	155	5.1	38.2-42.2	TBC

E-Class Cabriolet 2dr open £45,865–£69,235 ★★★★☆
Refined and sophisticated four-seater in the same mould as the S-Class Cabriolet. **LxWxH** 4846x1860x1429 **Kerb weight** 1780kg

2.0 E300	237	155	6.6	30.0	TBC
2.0 E350	295	155	6.1	TBC	TBC
3.0 E450 4Matic	362	155	5.8	28.8-30.7	TBC
3.0 AMG E53 4Matic	429	155	4.5	29.7-30.7	TBC
2.0 E220d	192	147	7.7	42.8-48.7	TBC
2.0 E220d 4Matic	192	145	7.9	41.5-45.6	TBC
3.0 E400d 4Matic	335	155	5.2	37.7-40.9	TBC

S-Class 4dr saloon £75,285–£189,260 ★★★★★
Mercedes has given the S-Class a refresh and an added boost of tech. **LxWxH** 5141x1905x1498 **Kerb weight** 1970kg

3.0 V6 S450 L	389	155	5.1	33.2-26.2	TBC
3.0 V6 S500 L	457	155	4.8	33.2-36.2	TBC
3.0 V6 S560e L	472	155	5.0	104.6-128.4	TBC
4.0 V8 AMG S63	594	155	4.3	23.2-24.4	TBC
6.0 V12 AMG S65	611	155	4.2	18.6	TBC
6.0 V12 S650 Maybach	611	155	4.7	19.5-20.0	TBC
2.9 S350d	282	155	6.0	38.7-44.1	TBC
2.9 S400d	335	155	5.4	38.7-44.1	TBC

S-Class Coupé 2dr coupé £105,875–£190,855 ★★★★☆
More tech and cleaner engines make the opulent luxury tourer more appealing. **LxWxH** 5027x1912x1414 **Kerb weight** 2065kg

4.0 V8 S560	455	155	4.6	26.4-27.7	TBC
4.0 V8 AMG S63	594	155	4.2	24.1-24.6	TBC
6.0 V12 AMG S65	611	155	4.1	18.6	TBC

S-Class Cabriolet 2dr open £117,670–£198,780 ★★★★☆
As above but with the added allure of a retractable fabric roof. **LxWxH** 5027x1912x1420 **Kerb weight** 2150kg

4.0 V8 S560	455	155	4.6	26.4-27.2	TBC
4.0 V8 AMG S63	594	155	4.2	23.7-23.9	TBC
6.0 V12 AMG S65	611	155	4.1	18.6	TBC

CLA Coupé 4dr saloon £30,550–£43,235 ★★★★☆
May use A-Class underpinnings, but engineered to be much sportier to drive. **LxWxH** 4688x1830x1439 **Kerb weight** 1490kg

1.3 CLA180	133	134	9.0	42.8-47.9	TBC
1.3 CLA200	161	142	8.2	42.8-47.9	TBC
2.0 CLA220	188	150	7.0	38.7-42.2	TBC
2.0 CLA220 4Matic	188	147	7.0	36.7-40.4	TBC
2.0 CLA250	222	155	6.3	38.7-42.2	TBC
2.0 AMG CLA35	302	155	4.9	34.9-37.2	TBC
1.5 CLA220d	188	152	7.1	53.3-57.7	TBC

CLA Shooting Brake 5dr estate £28,245–£47,635 ★★★½☆
The most practical of the A-Class range, but it suffers for its challenging styling. **LxWxH** 4640x1777x1435 **Kerb weight** 1430kg

1.6 CLA180	119	130	8.8-9.1	35.8-40.9	TBC
1.6 CLA200	154	140	8.5	35.3-40.9	TBC
2.0 CLA220 4Matic	181	146	7.2	33.6-36.2	TBC
2.0 CLA45 AMG 4Matic	370	155	4.3	29.1-30.1	TBC
2.1 CLA220d	171	142	7.8	43.5-48.7	TBC
2.1 CLA220d 4Matic	171	140	7.8	41.5-45.6	TBC

CLS Coupé 4dr saloon £53,100–£84,120 ★★★★☆
Retains the sleek coupé style and has more tech - without losing its allure. **LxWxH** 4996x1896x1436 **Kerb weight** 1935kg

2.0 CLS350	313	155	6.0	32.1-34.9	TBC
3.0 CLS450 4Matic	356	155	4.8	31.4-34.0	TBC
3.0 V6 AMG CLS 53 4Matic+	429	155	4.5	30.1-31.0	TBC
3.0 CLS350d 4Matic	277	155	5.7	37.7-41.5	TBC
3.0 CLS400d 4Matic	330	155	5.0	37.7-41.5	TBC

SLC 2dr open £32,749–£48,400 ★★★½☆
Another small convertible exhibiting all the charm that a Mercedes should. **LxWxH** 4143x1810x1301 **Kerb weight** 1435kg

1.6 SLC180	152	139-140	7.9-8.1	37.2-42.8	TBC
2.0 SLC200	178	147-149	6.9-7.0	37.2-40.4	TBC
2.0 SLC300	237	155	5.8	35.3-37.2	TBC
3.0 V6 AMG SLC43	356	155	4.7	31.7-32.5	TBC

SL 2dr open £78,345–£119,045 ★★★★½
Big, luxurious drop-top is classier than a royal stud farm. Few feel more special. **LxWxH** 4631x1877x1315 **Kerb weight** 1735kg

3.0 V6 SL400	356	155	4.9	TBC	TBC
4.7 V8 SL500	442	155	4.3	25.9-26.9	TBC
5.5 V8 AMG SL63	568	155-186	4.1	23.2-23.5	TBC

AMG GT 2dr coupé/open £110,645–£178,765 ★★★★☆
Million-dollar looks and a railgun V8, but extremely firm chassis affects its usability. **LxWxH** 4544x1939x1287 **Kerb weight** 1615kg

4.0 V8 GT	462	188-189	4.0	23.0-23.5	TBC
4.0 V8 GT S	507	193	3.8	23.0-23.3	TBC
4.0 V8 GT C	541	196-197	3.7	21.9-22.1	TBC
4.0 V8 GT R	568	198	3.6	22.1	TBC

AMG GT 4-Door Coupé 4dr saloon £121,350–£135,350 ★★★★½
New four-door, four-wheel-drive GT may be a confusing car to contemplate, but it's a deeply impressive one to drive. **LxWxH** 5054x1953x1447 **Kerb weight** 2100kg

4.0 V8 GT63 4Matic+	585	193	3.4	21.4-22.6	TBC
4.0 V8 GT63 S 4Matic+	639	196	3.2	21.4-22.1	TBC

EQC 5dr SUV £65,640 ★★★★½
Brisk, tidy-handling electric SUV has everything needed to do well on UK roads. **LxWxH** 4762x1884x1624 **Kerb weight** 2495kg

400 4Matic	402	112	5.1	TBC	0

GLA 5dr SUV £25,105–£47,960 ★★★½☆
Not the most practical crossover but good looking and very decent to drive. **LxWxH** 4417x1804x1494 **Kerb weight** 1395kg

1.6 GLA180	120	124	8.7-9.0	35.3-40.4	TBC
1.6 GLA200	152	134	8.1-8.4	34.9-39.8	TBC
2.0 GLA250 4Matic	204	143	6.6	32.5-35.8	TBC
2.0 GLA45 AMG 4Matic	370	155	4.4	29.4-30.1	TBC
2.1 GLA200d	132	127	9.1-9.5	42.2-46.3	TBC
2.1 GLA200d 4Matic	132	124	9.1	41.5-45.6	TBC
2.1 GLA220d 4Matic	171	135	7.7	40.4-44.8	TBC

GLC 5dr SUV £37,340–£91,594 ★★★★☆
Not exactly exciting to drive, but does luxury and refinement better than most. **LxWxH** 4656x1890x1639 **Kerb weight** 1735kg

2.0 GLC 250 4Matic	208	138	7.3	28.5-31.7	TBC
3.0 V6 AMG GLC43 4Matic	356	155	4.9	24.8-26.7	TBC
4.0 V8 AMG GLC63 4Matic	462	155	4.0	22.1-23.2	TBC
4.0 V8 AMG GLC63 S 4Matic	495	155	3.8	22.1-22.8	TBC
2.1 GLC 220d 4Matic	168	130	8.3	36.7-41.5	TBC
2.1 GLC 250d 4Matic	198	138	7.6	36.7-42.2	TBC
3.0 GLC 350d 4Matic	255	148	6.2	32.8-36.7	TBC

GLC Coupé 5dr SUV £42,365–£93,989 ★★★★☆
A coupé-shaped SUV destined to be outrun by the X4 - unless you're in an AMG. **LxWxH** 4732x1890x1602 **Kerb weight** 1785kg

2.0 GLC 250 4Matic	211	138	7.3	29.1-31.7	TBC
3.0 V6 AMG GLC43 4Matic	356	155	4.9	25.0-26.9	TBC
4.0 V8 AMG GLC63 4Matic	462	155	4.0	22.4-23.5	TBC
4.0 V8 AMG GLC63 S 4Matic	495	155	3.8	22.4-23.2	TBC
2.1 GLC 220d 4Matic	168	130	8.3	37.7-40.9	TBC
2.1 GLC 250d 4Matic	198	138	7.6	37.7-41.5	TBC
3.0 GLC 350d 4Matic	255	148	6.2	33.6-36.7	TBC

GLE 5dr SUV £55,685–£62,300 ★★★★☆
The ML replacement isn't inspiring to drive but does come with a classy interior. **LxWxH** 4819x2141x1796 **Kerb weight** 2165kg

3.0 V6 GLE 400 4Matic	364	155	5.7	26.2-32.5	TBC
3.0 V6 GLE300d 4Matic	243	149	7.2	33.6-39.2	TBC
3.0 V6 GLE350d 4Matic	272	143	6.9	29.1-36.2	TBC
3.0 V6 GLE400d 4Matic	328	149	5.8	29.4-35.3	TBC

GLE Coupé 5dr SUV £65,030–£102,010 ★★★★☆
Not the prettiest SUV you will ever see, but a decent option against the BMW X6. **LxWxH** 4900x2129x1731 **Kerb weight** 2240kg

3.0 V6 GLE 350d 4Matic	251	140	7.0	TBC	TBC
3.0 V6 AMG GLE43 4Matic	379	155	5.7	23.2-24.1	TBC
5.5 V8 AMG GLE63 S 4Matic	568	155	4.2	18.2-18.7	TBC

G-Class 5dr SUV £94,000–£143,305 ★★★½☆
Massively expensive and compromised, but with character in abundance. **LxWxH** 4764x1867x1954 **Kerb weight** 2550kg

3.0 G350d 4Matic	282	124	7.4	25.2-25.9	TBC
4.0 V8 AMG G63 4Matic	577	137	4.5	18.6-18.8	TBC

GLS 5dr SUV £73,940–£106,870 ★★★½☆
The replacement for the massive GL can still seat seven in comfort. **LxWxH** 5162x1982x1850 **Kerb weight** 2475kg

3.0 V6 GLS 350d 4Matic	251	138	7.8	27.4-29.4	TBC
5.5 V8 AMG GLS63 4Matic	568	155-168	4.6	17.7-18.2	TBC

X-Class 5dr pick-up £35,238–£47,412 ★★★★☆
Lifts the bar on commercial vehicle comfort while retaining tough qualities. **LxWxH** 5340x2113x1819 **Kerb weight** 2234kg

2.3 X220 d	163	105	12.9	TBC	TBC
2.3 X250 d	190	109	11.8	TBC	TBC
3.0 V6 X350 d	285	127	7.9	TBC	TBC

MG

3 5dr hatch £9495–£12,995 ★★★½☆
Neatly tuned and nice sporty styling. Breaks the mould for sub-£9000 superminis. **LxWxH** 4018x1729x1507 **Kerb weight** 1125kg

1.5 VTI-Tech	104	108	10.4	TBC	TBC
1.5 VTi-Tech	104	109	10.9	TBC	TBC
1.0T GDi	109	112	12.4	TBC	TBC
44.5kWh EV	141	87	8.5	TBC	0

MINI

3dr Hatch 3dr hatch £16,190–£29,990 ★★★★½
Three-pot engines and cleverly designed interior make the Mini a superb choice. **LxWxH** 3821x1727x1414 **Kerb weight** 1190kg

1.5 One	101	121	10.1-10.2	43.5-47.9	TBC
1.5 Cooper	134	130	7.8-7.9	43.5-47.9	TBC
2.0 Cooper S	189	145-146	6.7-6.8	38.7-43.5	TBC
2.0 John Cooper Works	227	152	6.1-6.3	38.7-40.4	TBC

5dr Hatch 5dr hatch £16,890–£25,030 ★★★★½
Mini charm in a more usable package, but still not as practical as rivals. **LxWxH** 3982x1727x1425 **Kerb weight** 1240kg

1.5 One	101	119	10.1-10.5	42.8-47.1	TBC
1.5 Cooper	134	129	8.1-8.2	42.2-47.1	TBC
2.0 Cooper S	189	143-144	6.8-6.9	38.2-42.8	TBC

Convertible 2dr open £20,080–£30,625 ★★★½☆
A fun open-top car but compromised on practicality and dynamics. **LxWxH** 3821x1727x1415 **Kerb weight** 1280kg

1.5 Cooper	134	128-129	8.7-8.8	41.5-45.6	TBC
2.0 Cooper S	189	142-143	7.1-7.2	38.7-40.9	TBC
2.0 John Cooper Works	167	149	6.5-6.6	37.2-38.7	TBC

Clubman 5dr hatch £19,995–£27,685 ★★★★☆
Cheery and alternative Mini 'six-door' takes the brand into new territory. **LxWxH** 4253x1800x1441 **Kerb weight** 1375kg

1.5 One	102	115	11.3	39.2-43.5	TBC
1.5 One D	114	119	10.8	56.5-58.9	TBC
1.5 Cooper	134	127	9.1	39.2-43.5	TBC
1.5 Cooper D	148	132	8.5-8.6	50.4-56.5	TBC
2.0 Cooper S	189	142	7.1-7.2	36.7-39.8	TBC

Countryman 5dr hatch £23,385–£33,995 ★★★½☆
Bigger than before, but still more funky than useful. Still not all that pretty, either. **LxWxH** 4299x2005x1557 **Kerb weight** 1440kg

1.5 Cooper	136	124	9.7	37.2-40.9	TBC
1.5 Cooper All4	136	122	10.3	35.3-40.4	TBC
2.0 Cooper S	192	140	7.5-7.6	35.8-38.2	TBC
2.0 Cooper S All4	192	138	7.6	34.4-36.2	TBC
2.0 Cooper D	150	129	9.1	47.9-54.3	TBC
2.0 Cooper D All4	150	127	9.0	46.3-49.6	TBC
1.5 plug-in hybrid	220	123	6.8	88.3-97.4	TBC

MITSUBISHI

Mirage 5dr hatch £11,295–£14,020 ★★★☆☆
A straightforward hatchback - but not for the likes of us. **LxWxH** 3795x1665x1505 **Kerb weight** 845kg

1.1 Mi-VEC	79	107	11.7-12.8	47.9-55.4	TBC

ASX 5dr SUV £19,570–£29,485 ★★★☆☆
Decent engines, but otherwise an unexceptional crossover. **LxWxH** 4355x1770x1640 **Kerb weight** 1260kg

1.6 Mi-VEC	115	114	11.5	37.7	TBC
1.6 DI-D 2WD	112	113	11.2	TBC	TBC
1.6 DI-D 4WD	112	111	11.5	TBC	TBC
2.2 DI-D 4WD	148	118	10.8	TBC	TBC

Eclipse Cross 5dr SUV £21,915–£31,015 ★★★☆☆
Stylish, future-looking mid-sized SUV shows where Mitsubishi's destiny lies. **LxWxH** 4695x1810x1710 **Kerb weight** 1425kg

1.5 Mi-VEC 2WD	160	124-127	9.3-10.3	33.2-37.7	TBC
1.5 Mi-VEC 4WD	160	124	9.8	32.5	TBC

Outlander 5dr SUV £28,220–£46,060 ★★★½☆
Creditable effort, but still cheap in places: PHEV a boon for fleet users. **LxWxH** 4695x1810x1710 **Kerb weight** 1565kg

2.0 Mi-VEC 4WD	148	118	13.3	32.5	TBC
2.2 DI-D 4WD	148	118-124	10.2-11.6	TBC	TBC
2.0 Mi-VEC PHEV	200	106	11.0	139.7	TBC

Shogun Sport 5dr SUV £37,775–£39,775 ★★★☆☆
Has a fitness for purpose that could appeal to those who tow or haul big loads. **LxWxH** 4785x1815x1805 **Kerb weight** 2100kg

2.5 DOHC 4WD	179	112	11.0	TBC	TBC

MORGAN

3 Wheeler 0dr open £39,486 ★★★★★
The eccentric, characterful and brilliant Morgan is a testament to English creativity. **LxWxH** 3225x1720x1000 **Kerb weight** 525kg

2.0 V-twin 68	68	115	7.0	TBC	TBC
2.0 V-twin 82	82	115	6.0	TBC	TBC

4/4 2dr open £40,206 ★★☆☆☆
Has its appeal but not as rewarding to drive as it could be. **LxWxH** 4010x1630x1220 **Kerb weight** 795kg

1.6 i4 Sigma	110	115	8.0	TBC	TBC

Plus 4 2dr open £44,106 ★★½☆☆
Needs more chassis finesse, but the Plus 4 still charms nonetheless. **LxWxH** 4010x1720x1220 **Kerb weight** 927kg

2.0 GDi	154	118	7.5	TBC	TBC

Roadster 2dr open £55,074 ★★☆☆☆
More advanced, but pricey and need

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 dCi 110	108	109	11.2	49.6	TBC

Qashqai 5dr SUV £19,995–£31,145 ★★★★½
The defining modern crossover. The Mk2 is better in all areas, hence its popularity. **LxWxH** 4394x1806x1590 **Kerb weight** 1331kg

1.3 DIG-T 140	138	120	10.5	40.1-41.4	TBC
1.3 DIG-T 160	158	123-124	8.9-9.9	40.0-41.4	TBC
1.5 dCi 115	113	112	12.3	51.9-53.7	TBC
1.7 DCI 150	148	119	9.5	46.4-50.2	TBC

X-Trail 5dr SUV £29,930–£37,525 ★★★½☆
There aren't many cheaper ways of owning an SUV. Has a better range of engines, too. **LxWxH** 4640x1820x1710 **Kerb weight** 1505kg

1.6 dCi 130	128	111-116	10.5-11.4	TBC	TBC
1.6 dCi 130 4WD	128	115	11.0	TBC	TBC
1.6 DIG-T 163	160	124	9.7	TBC	TBC
2.0 dCi 177	174	123	9.6	TBC	TBC
2.0 dCi 177 4WD	174	121-126	9.4-10.0	TBC	TBC

370Z 2dr coupé £29,805–£40,305 ★★★½☆
Old-school and profoundly mechanical coupé. The Healey 3000 of today - but meaner. **LxWxH** 4265x1845x1315 **Kerb weight** 1496kg

3.7 V6	323	155	5.3	23.3-23.6	TBC
3.7 V6 Nismo	339	155	5.2	23.2	TBC

GT-R 2dr coupé £81,995–£151,995 ★★★★☆
Monstrously fast Nissan has been tweaked and sharpened. Still a blunt object, though. **LxWxH** 4710x1895x1370 **Kerb weight** 1725kg

3.8 V6	562	196	TBC	20.2	TBC
3.8 V6 Nismo	591	196	TBC	19.6	TBC

NOBLE

M600 2dr coupé £248,000–£287,600 ★★★½☆
Deliciously natural and involving; a bit ergonomically flawed. **LxWxH** TBC **Kerb weight** 1198kg

4.4 V8	662	225	TBC	TBC	TBC

PEUGEOT

iOn 5dr hatch £20,534 ★★½☆☆
Good electric powertrain; looks extremely old hat against better EV rivals. **LxWxH** 3474x1475x1608 **Kerb weight** 1120kg

47kW	62	81	15.9	TBC	0

108 3dr/5dr hatch £9690–£14,985 ★★★½☆
Sister car to the Aygo - and a distant second to most city car rivals. **LxWxH** 3475x1615x1460 **Kerb weight** 840kg

1.0 72	71	100	13.0	53.5-57.3	TBC
1.0 72 2-Tronic	71	100	15.2	51.6-55.0	TBC

208 3dr/5dr hatch £14,900–£18,735 ★★★½☆
A big improvement for Peugeot, if not for the supermini class. **LxWxH** 3475x1615x1460 **Kerb weight** 1065kg

1.2 PureTech 82	79	109-111	12.2-14.5	46.6-51.5	TBC
1.2 PureTech 110	107	118	9.8-9.6	39.1-46.5	TBC
1.5 BlueHDi 100	102	117	10.7	55.6-67.7	TBC

308 5dr hatch £20,000–£29,920 ★★★★½
Classy all-round appeal makes it a serious contender, but rear space is a little tight. **LxWxH** 4253x1804x1457 **Kerb weight** 1190kg

1.2 PureTech 110	107	117	11.1	40.4-47.7	TBC
1.2 PureTech 130	126	128-129	9.1-9.6	41.3-48.9	TBC
1.6 PureTech 225	224	146	7.4	36.9-40.1	TBC
1.6 PureTech 260	259	155	6.0	37.8	TBC
1.6 BlueHDi 100	99	112	12.2	54.9-63.8	TBC
1.5 BlueHDi 130	126	127	9.8	53.2-62.7	TBC
2.0 BlueHDi 180 EAT8	175	140	8.2	45.0-49.4	TBC

308 SW 5dr estate £20,950–£29,330 ★★★★☆
Estate bodystyle enjoys the classy appeal of the hatchback. **LxWxH** 4585x1563x1472 **Kerb weight** 1190kg

1.2 PureTech 110	107	117	11.6	40.4-47.7	TBC
1.2 PureTech 130	126	127	9.5-10.0	41.3-48.9	TBC
1.6 PureTech 225	224	146	7.5	36.9-40.1	TBC
1.5 BlueHDI 100	99	111	12.3	54.9-63.8	TBC
1.5 BlueHDi 130	126	126	10.0	53.2-62.7	TBC
2.0 BlueHDi 180 EAT8	178	139	8.4	45.0-49.4	TBC

508 4dr saloon £25,039–£37,439 ★★★★☆
Stylish and likeable but lacking the polish of more premium rivals. **LxWxH** 4750x1859x1430 **Kerb weight** 1535kg

1.6 PureTech 180	178	143	7.9	38.0-41.8	TBC
1.6 PureTech 225	223	155	7.1	36.3-39.8	TBC
1.5 BlueHDi 130	129	129	9.4-9.7	51.4-59.8	TBC
2.0 BlueHDI 160	158	143	8.4	45.2-51.1	TBC
2.0 BlueHDi 180	174	146	8.0	45.0-50.6	TBC

508 SW 5dr estate £26,845–£40,944 ★★★☆☆
Bodystyle takes the edge off the 508's style yet doesn't fully address practicality. **LxWxH** 4778x1859x1420 **Kerb weight** 1430kg

1.6 PureTech 180	178	140	8.0	38.0-41.8	156
1.6 PureTech 225	223	153	7.4	36.3-39.8	167
1.5 BlueHDI 130	128	129	9.9-10.1	51.4-59.8	128-131
2.0 BlueHDI 160	159	140	8.5	45.2-51.1	149

2008 5dr SUV £17,730–£24,490 ★★★½☆
Efficient and well-mannered but facelift still leaves it short on space and style. **LxWxH** 4159x1829x1556 **Kerb weight** 1045kg

1.2 PureTech 82	79	105	13.5	43.8-46.8	TBC
1.2 PureTech 110	107	117-119	9.9-10.3	39.1-44.8	TBC
1.2 PureTech 130	126	124	9.3	44.4-49.9	TBC
1.6 BlueHDi 100	96	112	11.3	TBC	TBC
1.6 BlueHDi 120	116	119	9.6	52.9-58.2	TBC

3008 5dr SUV £24,575–£36,845 ★★★★☆
Cleverly packaged Peugeot offers just enough SUV DNA to make the difference. **LxWxH** 4447x2098x1624 **Kerb weight** 1250kg

1.2 PureTech 130	126	117	10.5-10.8	36.5-43.6	TBC
1.6 PureTech 180	178	136	8.0	35.2-39.6	TBC
1.5 BlueHDi 130	126	119	9.5	48.0-56.3	TBC
2.0 BlueHDi 180	175	131	8.9	42.3-47.1	TBC

5008 5dr SUV £26,725–£38,995 ★★★★☆
Less MPV, more SUV, and shares its siblings' good looks. Competent to drive, too. **LxWxH** 4641x1844x1640 **Kerb weight** 1511kg

1.2 PureTech 130	126	117	10.4-10.9	36.5-44.2	TBC
1.6 PureTech 180	178	135	8.3	35.2-39.6	TBC
1.5 BlueHDi 130	129	119	10.7	48.0-56.3	TBC
2.0 BlueHDi 180	175	131	9.1	42.3-47.1	TBC

PORSCHE

718 Boxster 2dr open £46,651–£73,405 ★★★★½
Our idea of drop-top heaven. Exceptional to drive, whether cruising or hurrying. **LxWxH** 4379x1801x1280 **Kerb weight** 1335kg

2.0	290	170	4.9-5.1	31.4-33.2	TBC
2.0 T	296	170	4.7-5.3	31.4-32.8	TBC
2.5 S	339	177	4.4-4.6	29.1-30.7	TBC
2.5 GTS	355	180	4.3-4.6	28.5-30.4	TBC
4.0 Spyder	414	187	4.4	25.7	TBC

718 Cayman 2dr coupé £44,790–£75,348 ★★★★★
Scalpel-blade incisiveness, supreme balance and outstanding driver involvement. **LxWxH** 4379x1801x1295 **Kerb weight** 1335kg

2.0	290	170	4.9-5.1	31.4-33.2	TBC
2.0 T	296	170	4.9-5.3	31.4-32.8	TBC
2.5 S	339	177	4.4-4.6	29.1-31.0	TBC
2.5 GTS	355	180	4.3-4.6	28.5-30.7	TBC
4.0 GT4	414	188	4.4	25.7	TBC

911 2dr coupé £82,793–£98,418 ★★★★½
Wider, eighth-generation 911 is still eminently fast, and capable at all speeds. **LxWxH** 4519x1852x1300 **Kerb weight** 1565kg

3.0 Carrera	380	182	4.0	26.6-28.5	TBC
3.0 Carrera 4	380	180	4.0	26.2-28.2	TBC
3.0 Carrera S	444	191	3.5	27.2-28.5	TBC
3.0 Carrera 4S	444	190	3.4	25.7-27.2	TBC

911 Cabriolet 2dr open £92,438–£108,063 ★★★★☆
Fewer compromises than ever, if rewarding only at full attack. **LxWxH** 4519x1852x1297 **Kerb weight** 1585kg

3.0 Carrera	380	180	4.2	26.2-28.0	TBC
3.0 Carrera 4	380	179	4.2	25.9-27.7	TBC
3.0 Carrera S	444	190	3.7	26.4-28.0	TBC
3.0 Carrera 4S	444	188	3.6	25.0-26.6	TBC

Panamera 4dr saloon £72,890–£149,537 ★★★★★
Revamped big saloon is an absolute belter, making it almost the perfect grand tourer. **LxWxH** 5049x1937x1423 **Kerb weight** 1815kg

3.0 V6 4	321	162	5.5-5.6	25.0-26.9	TBC
2.9 V6 4S	428	179	4.4-4.5	TBC	TBC
2.9 V6 E-Hybrid	449	172	4.6-4.7	78.5-85.6	TBC
4.0 V8 GTS	458	181	4.1	22.2-23.5	TBC
4.0 V8 Turbo	533	190	3.8-3.9	22.1-23.0	TBC
4.0 V8 Turbo S E-Hybrid	671	192	3.4-3.5	74.3-80.7	TBC

Panamera Sport Turismo 5dr estate £75,037–£142,279 ★★★★★
The Panamera in a more practical form, and now it's a good-looking beast. **LxWxH** 5049x1937x1428 **Kerb weight** 1880kg

3.0 V6 4	321	160	5.5	24.6-25.6	TBC
2.9 V6 4S	428	177	4.4	TBC	TBC
2.9 V6 E-Hybrid	449	170	4.6	76.3-80.7	TBC
4.0 V8 GTS	458	179	4.1	22.2-23.2	TBC
4.0 V8 Turbo	533	188	3.8	22.1-22.8	TBC
4.0 V8 Turbo S E-Hybrid	671	192	3.4	72.4-74.3	TBC

Taycan 4dr saloon £115,858–£138,826 ★★★★½
First all-electric Porsche shows the rest of the world how it should be done. **LxWxH** 4963x1966x1381 **Kerb weight** 2305g

Turbo	671	161	3.2	TBC	0
Turbo S	751	161	2.8	TBC	0

Macan 5dr SUV £46,913–£68,530 ★★★★½
Spookily good handling makes this a sports utility vehicle in the purest sense. **LxWxH** 4692x1923x1624 **Kerb weight** 1770kg

2.0	243	139	6.7	25.7-28.2	TBC
3.0 V6 S	351	157	5.3	23.9-25.7	TBC
3.0 V6 Turbo	434	167	4.3	23.5-24.8	TBC

Cayenne 5dr SUV £57,195–£123,349 ★★★★½
Refreshed look, improved engines, interior and a better SUV overall. **LxWxH** 4918x1983x1696 **Kerb weight** 1985kg

3.0 V6	335	152	6.2	22.2-24.1	TBC
3.0 V6 E-hybrid	456	157	5.0	60.1-72.4	TBC
2.9 V6 S	428	164	5.2	TBC	TBC
4.0 V8 Turbo	533	177	4.1	20.2-20.8	TBC
4.0 V8 S E-Hybrid	671	183	3.8	52.3-58.9	TBC

Cayenne Coupé 5dr SUV £62,129–£125,946 ★★★★☆
Little different to drive than the standard car but certainly has an appeal all of its own. **LxWxH** 4931x1983x1676 **Kerb weight** 2030kg

3.0 V6	335	150	6.0	22.2-23.9	TBC
3.0 V6 E-Hybrid	456	157	5.1	60.1-70.6	TBC
2.9 V6 S	428	163	5.0	21.9-23.7	TBC
4.0 V8 Turbo	533	177	3.9	20.2-20.8	TBC
4.0 V8 S E-Hybrid	671	183	3.8	52.3-57.6	TBC

RADICAL

RXC GT 2dr open TBC ★★★½☆
Designed for pounding around a track; out of its element on the road. **LxWxH** 4300x1960x1127 **Kerb weight** 1125kg

3.5 V6 400	400	179	2.8	TBC	TBC
3.5 V6 650	650	180	2.7	TBC	TBC

RENAULT

Twizy 2dr hatch £6695–£7995 ★★★½☆
Zany solution to personal mobility is suitably irreverent and impractical. **LxWxH** 2338x1381x1454 **Kerb weight** 474kg

MB L7e	17	50	TBC	TBC	0

Zoe 5dr hatch £18,420–£27,820 ★★★½☆
A far more practical zero-emission solution. Attractive price, too. **LxWxH** 4084x1730x1562 **Kerb weight** 1470kg

5AGEN2	86	84	13.5	TBC	0
5AGEN3	89	84	13.5	TBC	0

Twingo 3dr hatch £10,750–£13,455 ★★★☆☆
Handsome, unusual rear-engined city car but not a class leader. **LxWxH** 3595x1646x1554 **Kerb weight** 865kg

1.0 SCe 70	67	94	14.5	47.9-48.7	TBC
0.9 TCe 90	87	103	10.8	45.6-47.9	TBC

Clio 5dr hatch £13,615–£19,165 ★★★★☆
An attractive,stylish and practical proposition, but cheap in places and feels dated. **LxWxH** 4062x1732x1448 **Kerb weight** 1059kg

0.9 TCe 75	75	110	12.3	46.3-47.1	TBC
0.9 TCe 90	87	112	12.2-13.1	47.1	TBC
1.5 dCi 90	87	109-112	12.0-12.9	56.5-57.6	TBC

Mégane 5dr hatch £17,715–£29,195 ★★★½☆
Stylish and refined but bland. Nothing exceptional. **LxWxH** 4359x1814x1447 **Kerb weight** 1340kg

1.2 TCe 140	138	127	10.6	42.8-45.6	TBC
1.5 Blue dCi 115	113	118	11.1	58.9-62.8	TBC
1.8 RS 280	276	158	5.8	TBC	TBC

Mégane Sport Tourer 5dr estate £18,915–£24,615 ★★★½☆
Stylish and refined estate car is still bland like the hatch. Smaller than its predecessor. **LxWxH** 4626x1814x1457 **Kerb weight** 1409kg

1.2 TCe 140	138	127	9.8	42.2-44.8	TBC
1.5 Blue dCi 115	113	118	11.1	56.5-61.4	TBC

Scenic 5dr MPV £21,715–£26,455 ★★★½☆
Good-looking MPV riding on 20in wheels, but overall a bland car to drive. **LxWxH** 4406x1866x1653 **Kerb weight** 1428kg

1.2 TCe 140	138	121	10.1	40.4-41.5	TBC
1.8 dCi 120	118	TBC	TBC	TBC	TBC

Grand Scenic 5dr MPV £23,515–£28,255 ★★★½☆
Good-looking seven-seat MPV is bland to drive and the third row seats are tight. **LxWxH** 4634x1866x1655 **Kerb weight** 1495kg

1.2 TCe 140	138	118	11.4	39.8-40.9	TBC
1.8 dCi 120	118	120	12.1	TBC	TBC

Captur 5dr SUV £15,725–£22,065 ★★★★☆
Jacked-up Clio is among the better downsized options. Stylish and fluent-riding. **LxWxH** 4122x1778x1566 **Kerb weight** 1184kg

0.9 TCe 90	87	106	13.2	44.1-45.6	TBC
1.3 TCe 130	128	124	10.2	42.8-44.1	TBC
1.3 TCe 150	148	130	9.5	42.8-43.5	TBC
1.5 dCi 90	87	106	13.1	51.3-53.2	TBC

Kadjar 5dr SUV £20,595–£29,995 ★★★★☆
Fine value, practical, decent to drive and good-looking, but the Qashqai is classier. **LxWxH** 4449x1836x1607 **Kerb weight** 1306kg

1.2 TCe 140	138	119	10.1-10.7	41.5-44.1	TBC
1.6 TCe 160	158	127	9.2	42.8	TBC
1.5 dCi 115	112	112-113	11.7-11.9	55.4-60.1	TBC

Koleos 5dr SUV £27,495–£31,495 ★★★½☆
Koleos name returns and is a vast improvement on before, but no class leader. **LxWxH** 4672x2063x1678 **Kerb weight** 1540kg

2.0 dCi 175	169	126	10.7	38.2	TBC
2.0 dCi 175 4WD X-Tronic	169	125	9.5	36.2	TBC

ROLLS-ROYCE

Wraith 2dr coupé £224,823–£280,223 ★★★★½
An intimate and involving Rolls. Not as grand as some, but other traits make it great. **LxWxH** 5285x1947x1507 **Kerb weight** 2360kg

6.6 V12	624	155	4.6	19.8	327

Dawn 2dr open £266,055–£302,655 ★★★★½
Essentially as above, except with a detuned engine and in elegant convertible form. **LxWxH** 5295x1947x1502 **Kerb weight** 2560kg

6.6 V12	563	155	5.0	19.6	330

Ghost 4dr saloon £227,423–£262,823 ★★★★☆
'Affordable' Rolls is a more driver-focused car than the Phantom. Still hugely special. **LxWxH** 5399x1948x1550 **Kerb weight** 2360kg

6.6 V12	563	155	4.9-5.0	19.8-20.0	327-329

Phantom 4dr saloon £362,055 ★★★★★
Phantom takes opulent luxury to a whole level. **LxWxH** 5762x2018x1646 **Kerb weight** 2560kg

6.75 TV12	563	155	5.3-5.4	20.3	318-319

Cullinan 4dr SUV £250,000 ★★★★☆
Big, bold new 4x4 begins the next era for the brand, with a model that convinces. **LxWxH** 5341x2164x1835 **Kerb weight** 2730kg

6.75 TV12	563	155	5.2	18.8	341

SEAT

Mii 5dr hatch £11,900–£12,420 ★★★½☆
Not as desirable or plush as the Up but nearly as good to drive. **LxWxH** 3557x1643x1474 **Kerb weight** 929kg

1.0 60	59	99	14.4	50.4-53.3	TBC
1.0 75	74	106	13.2	49.6-51.4	TBC

Ibiza 5dr hatch £15,495–£21,645 ★★★★½
Reinvigorated Ibiza is more mature and takes the class honours from the Fiesta. **LxWxH** 4059x1780x1444 **Kerb weight** 1091kg

1.0 MPI 80	79	106	14.6	45.6-48.7	TBC
1.0 TSI 95	93	113	10.9	47.9-53.3	TBC
1.0 TSI 115	113	121	9.3	44.1-50.4	TBC
1.6 TDI 95	93	113	7.5	55.4-60.1	TBC

Leon 5dr hatch £18,260–£30,980 ★★★★☆
A creditable effort and a notable improvement in form, with plenty of niche appeal. **LxWxH** 4282x1816x1459 **Kerb weight** 1202kg

1.0 TSI 115	113	121	9.8	46.3-50.4	TBC
1.5 TSI EVO 130	128	126	9.4	42.2-46.3	TBC
1.5 TSI EVO 150	148	134	8.2	40.9-48.7	TBC
2.0 TSI 190	188	142	7.2	38.7-40.4	TBC
2.0 TSI Cupra	288	150	6.0	35.8-38.7	TBC
1.6 TDI 115	113	122	9.8	49.6-55.4	TBC
2.0 TDI 150	148	134	8.4	TBC	TBC

Leon ST 5dr estate £19,255–£34,370 ★★★★☆
Good-looking and responsive hatchback-turned-estate. **LxWxH** 4549x1816x1454 **Kerb weight** 1236kg

1.0 TSI 115	113	122	10.1	45.6-50.4	TBC
1.5 TSI EVO 130	128	129	9.5	41.5-46.3	TBC
1.5 TSI EVO 150	148	134	8.2	40.4-48.7	TBC
2.0 TSI 190	188	144	7.3	38.7-39.8	TBC
2.0 TSI Cupra	288	155	5.2	32.1-33.6	TBC
1.6 TDI 115	113	122	10.6	53.3-55.4	TBC

Arona 5dr SUV £17,145–£25,170 ★★★★☆
Seat's second SUV doesn't disappoint, with it taking charge of the class dynamically. **LxWxH** 4138x1780x1543 **Kerb weight** 1165kg

1.0 TSI 95	93	107	11.2	45.6-48.7	TBC
1.0 TSI 115	113	113	9.8-10.0	44.1-46.3	TBC
1.5 TSI EVO 150	148	127	8.3	44.8-48.7	TBC
1.6 TDI 95	93	107	11.9	49.6-56.5	TBC
1.6 TDI 115	113	115	10.3	50.4-57.6	TBC

Ateca 5dr SUV £21,940–£34,120 ★★★★½
Seat's first SUV is very good. So good, in fact, it's a Qashqai beater. **LxWxH** 4363x1841x1601 **Kerb weight** 1280kg

1.0 EcoTSI 115	113	114	11.0	42.8-42.8	TBC
1.5 TSI EVO 150	148	123	8.6	33.6-41.5	TBC
2.0 TSI 190 4Drive	187	132	7.9	32.5-33.6	TBC
1.6 TDI 115	113	114	11.5	44.1-54.3	TBC
2.0 TDI 150	148	122	9.0	46.3-50.4	TBC
2.0 TDI 190 4Drive	187	132	7.5	TBC	TBC

Alhambra 5dr MPV £27,590–£38,325 ★★★★☆
This cheaper version of the VW Sharan is spacious, versatile and good to drive. **LxWxH** 4854x1904x1730 **Kerb weight** 1755kg

1.4 TSI 150	148	124	9.9	33.2-35.8	TBC
2.0 TDI Ecomotive 150	148	123-124	10.2-10.3	38.7-44.1	TBC

Tarraco 5dr SUV £28,335–£38,055 ★★★★☆
Seat's largest SUV brings a hint of youthful exuberance to a practical category. **LxWxH** 4735x1839x1674 **Kerb weight** 1845kg

1.5 TSI EVO 150	148	125	9.7	35.3-37.2	TBC
2.0 TSI 4Drive 190	188	131	8.0	29.7-31.0	TBC

2.0 TDI 150	148	126	9.8	37.2-47.1	TBC
2.0 TDI 4Drive 150	148	123	9.8	37.2-39.8	TBC
2.0 TDI 4Drive 190	188	130	8.0	37.2-38.2	TBC

SKODA

Citigo 3dr hatch £8890–£11,890 ★★★½☆
A Czech take on the city car is more fun to drive than its plain-Jane exterior suggests. **LxWxH** 3597x1641x1478 **Kerb weight** 854kg

1.0 MPI 60 GreenTech	59	100	13.9	54.3-55.4	115-118
1.0 MPI 75 GreenTech	74	107	13.1	53.3	119-120

Fabia 5dr hatch £12,260–£18,835 ★★★½☆
Comfortable, affordable, easy-to-drive and attractive, but no more so than its rivals. **LxWxH** 4009x1958x1452 **Kerb weight** 1151kg

1.0 MPI 60	58	98	16.6	50.4	127
1.0 MPI 75	73	104	14.9	48.7-49.6	128-130
1.0 TSI 95	94	114	10.8	50.4-51.3	124-127
1.0 TSI 110	108	121	9.6	49.6-51.4	125-128
1.0 TSI 110 DSG	108	120	10.1	47.1-47.9	133-136

Fabia Estate 5dr estate £14,160–£19,070 ★★★★☆
Far more practical, majoring on boot space while doing what a good Skoda should. **LxWxH** 4271x1958x1473 **Kerb weight** 1182kg

1.0 MPI 75	74	105	15.2	49.6	128-130
1.0 TSI 95	94	115	10.9	50.4-51.4	124-128
1.0 TSI 110	108	122	9.7	49.6-51.4	125-129
1.0 TSI 110 DSG	108	121	10.2	47.1-47.9	134-136

Scala 5dr hatch £18,595–£23,315 ★★★★☆
Undercuts rivals on price and ushers in a sharp new design language for Skoda. **LxWxH** 4362x1793x1471 **Kerb weight** 1381kg

1.0 TSI 115	113	125	9.8	44.8-49.6	TBC
1.5 TSI 150	148	136	8.2	40.9-45.6	TBC
1.6 TDI 115	113	124-125	10.1-10.3	49.6-57.7	TBC

Octavia 5dr hatch £18,315–£31,170 ★★★★☆
Does comfort and practicality like no other. Good, frugal engines too. **LxWxH** 4670x1814x1461 **Kerb weight** 1225kg

1.0 TSI 115	113	126	9.6-9.7	45.6-50.4	126-141
1.4 TSI 150	148	136	7.8-7.9	44.1-48.7	132-145
2.0 TSI 190	188	147	7.3	40.9	155-156
2.0 TSI 245 vRS	241	155	6.4	38.2-38.7	165-168
1.6 TDI 115	113	126	9.8	53.3-58.9	126-139
2.0 TDI 150	148	135	8.1	53.3-56.5	132-139
2.0 TDI 184 vRS	182	142-145	7.6-8.1	44.8-50.4	146-164

Octavia Estate 5dr estate £19,515–£31,495 ★★★★☆
Class-leading amount of space and practicality. Comfortable, too. **LxWxH** 4667x1814x1465 **Kerb weight** 1247kg

1.0 TSI 115	113	124-125	9.8	42.8-48.7	131-149
1.5 TSI 150	148	134	7.9-8.0	42.8-46.3	137-149
2.0 TSI 190	188	143	7.4	35.3-39.8	160-182
2.0 TSI 245 vRS	241	155	6.5	37.1-38.2	168-172
1.6 TDI 115	113	124-125	9.8-9.9	51.4-56.5	131-144
2.0 TDI 150	148	132-134	8.2-8.3	52.8-53.3	140-149
2.0 TDI 150 4x4	148	130	8.1	47.9-51.4	143-153
2.0 TDI 150 4x4 Scout	148	129	8.8	44.8	164
2.0 TDI 184 vRS	182	135-140	7.7-8.2	43.5-49.6	151-170

Superb 5dr hatch £23,905–£38,365 ★★★★☆
Another great Czech value option that's big on quality and space if not on price. **LxWxH** 4861x1864x1468 **Kerb weight** 1340kg

1.5 TSI 150	148	137	8.3-8.5	40.9-45.6	141-157
2.0 TSI 190	188	148	7.7	35.3-38.2	TBC
2.0 TSI 272 4X4	270	155	5.5	32.8	194
1.6 TDI 120	118	128	10.5-10.6	52.3	142
2.0 TDI 150	148	135-137	8.5-8.6	50.4-52.3	140-146
2.0 TDI 190	187	145	8.3	50.4	147
2.0 TDI 190 4X4	187	143	8.0	44.8	166

Superb Estate 5dr estate £25,185–£39,965 ★★★★☆
Even more commendable than above, primarily thanks to its enormous boot. **LxWxH** 4856x1864x1477 **Kerb weight** 1365kg

1.5 TSI 150	148	135	8.4-8.6	39.2-43.5	146-163
2.0 TSI 190	188	142	7.7	35.3-37.7	TBC
2.0 TSI 272 4X4	270	155	5.6	32.5	197-198
1.6 TDI 120	118	127-128	10.6-10.7	49.6	148-150
2.0 TDI 150	148	132-135	8.6-8.8	49.6-52.3	142-150
2.0 TDI 190	187	TBC	TBC	48.7	151-152
2.0 TDI 190 4X4	187	142	7.4	43.5	170-171

Kamiq 5dr SUV £17,700–£25,130 ★★★½☆
Skoda's supermini platform has birthed a practical but predictable compact crossover. **LxWxH** 4241x1793x1553 **Kerb weight** 1251kg

GREATEST ROAD TESTS OF ALL TIME

PORSCHE 911 GT2 **TESTED 17.5.95**

With all the pleasantries of previous 911s stripped away, we explored the hardest, meanest and most savage 911 there had been.

We feared that Porsche had given up on frightening cars in 1989 when the Carrera 2 was released, but we were wrong. With the Porsche 911 GT2, the team had gone back to basics. The four-wheel-drive hardware was gone (to be replaced with rear-wheel drive), along with the sound-proofing, door handles, back seats, airbags and pretty much everything else that could have been removed to leave the car road legal. Overall, the kerb weight was reduced to 1215kg, increasing the power-to-weight ratio to 354bhp per tonne.

The driving experience was all about sensational enjoyment and, as only 50 examples were made, there was no need to make this car marketable to the wider general public. Here was a car designed purely for those petrolheads mad enough to push it to the limit. All 911s had good brakes, but this one's were exceptional. Understeer was present but correctable and did not mar the outstanding drive that the GT2 could produce.

FOR Easy gearchanges, lots of grip, good brakes
AGAINST Disappointing cabin, no luxuries, poor shock absorption

FACTFILE

Price £131,000 **Engine** 6 cyls horizontally opposed, 3600cc, turbocharged, petrol **Power** 430bhp at 5750rpm **Torque** 398lb ft at 4500rpm **0-62mph** 4.4sec **0-100mph** na **Standing quarter mile** na **50-0mph** na **60-0mph** na **70-0mph** na **Top speed** 183mph **Economy** na

WHAT HAPPENED NEXT...

In 1999, the 993 generation that we tested was replaced by the newer 996 model, which was originally developed to be more of a road car than the 993. The 996 GT2 had a more pointed and hostile nose than other 996 models, as well as a downforce-producing wing at the back.

SMART

Fortwo 3dr hatch/open £21,195–£23,930 ★★★☆☆
Pricey, EV-only two-seater has urban appeal but is short on performance. **LxWxH** 2695x1663x1555 **Kerb weight** 1085kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
Electric Drive	79	81	11.5-11.8	TBC	0

Forfour 5dr hatch £21,690–£22,285 ★★★☆☆
Four doors give the Smart more mainstream practicality. Still expensive, though. **LxWxH** 3495x1665x1554 **Kerb weight** 1200kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
Electric Drive	79	81	12.7	TBC	0

SSANGYONG

Tivoli 5dr SUV £14,495–£21,495 ★★★½☆
Trails the Duster as the best-value small crossover - but not by much. **LxWxH** 4195x1795x1590 **Kerb weight** 1270kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 128	126	99-106	11.0-12.0	35.3-38.2	TBC
1.6d 115	113	107-109	12.0	45.3-54.3	TBC

Tivoli XLV 5dr SUV £19,745–£22,245 ★★★½☆
Now grown in size for more practicality but that doesn't increase the Tivoli's appeal. **LxWxH** 4440x1798x1635 **Kerb weight** 1405kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 128	126	99-106	11.0-12.0	34.9-37.2	TBC
1.6d 115	113	107-109	12.0	42.8-51.4	TBC

Korando 5dr SUV £19,995–£31,995 ★★★☆☆
Competitive towing capabilities and generous kit, but still lacks dynamics. **LxWxH** 4450x1870x1629 **Kerb weight** 1610kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 GDI-Turbo	161	118-120	12.0	TBC	TBC
1.6L 2WD	133	112	12.0	48.7	TBC
1.6L 4WD	133	112	12.0	43.5	TBC

Musso 5dr SUV £25,131–£35,031 ★★★☆☆
Practical pick-up has a refined engine and direct steering, but ride needs refinement. **LxWxH** 5095x1950x1840 **Kerb weight** 2155kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.2d 181	178	115-121	12.2	TBC	TBC

Rexton 5dr SUV £28,995–£38,995 ★★★½☆
A vast improvement. Better on the road but without ditching its argicultural roots. **LxWxH** 4850x1960x1825 **Kerb weight** 2102kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.2d 181	178	115	11.3-11.9	TBC	TBC

Turismo 5dr MPV £21,495–£27,995 ★★★☆☆
Incredibly ungainly but offers huge real estate for the money. **LxWxH** 5130x1915x1850 **Kerb weight** 2115kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.2d 178	175	108-116	TBC	TBC	TBC

SUBARU

Impreza 5dr hatch £24,310–£25,010 ★★★☆☆
Appealing hatchback has been steadily improved but still feels old-fashioned. **LxWxH** 4415x1740x1465 **Kerb weight** 1374kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6i	112	112	12.4	35.9	TBC
2.0i	153	127	9.8	TBC	TBC

Levorg 5dr estate £30,010 ★★★☆☆
Impressively practical but only offered with an automatic gearbox and one trim. **LxWxH** 4690x1780x1490 **Kerb weight** 1568kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6i	167	130	8.9	TBC	TBC

XV 5dr SUV £25,310–£28,510 ★★★☆☆
No-nonsense crossover doesn't quite make enough sense. **LxWxH** 4450x1780x1615 **Kerb weight** 1355kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6i	112	109	13.9	35.3	TBC
2.0i	154	120	10.4	TBC	TBC

Forester 5dr estate £30,000–£32,500 ★★★☆☆
Solid, spacious and wilfully unsexy. A capable 4x4 nonetheless. **LxWxH** 4610x1795x1735 **Kerb weight** 1488kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0i 150	148	118-119	10.6-11.8	32.2	TBC

Outback 5dr estate £29,995–£33,010 ★★½☆☆
Acceptable in isolation but no class leader. **LxWxH** 4815x1840x1605 **Kerb weight** 1612kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.5i	172	130	10.2	33.0	TBC

BRZ 2dr coupé £27,025–£28,510 ★★★★★
The GT86's half-brother looks great in Subaru blue. Cheaper, too. **LxWxH** 4240x1775x1320 **Kerb weight** 1242kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0i	197	130-140	7.6-8.2	33.3	TBC

SUZUKI

Celerio 5dr hatch £8999–£10,499 ★★★½☆
Pleasing to drive, cheap to buy and decent to sit in. No-nonsense and likeable for it. **LxWxH** 3600x1600x1540 **Kerb weight** 835kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 K10C Dualjet	66	96	13.0	58.8	TBC

Ignis 5dr hatch £11,849–£14,849 ★★★★☆
Cute and rugged-looking 4x4 city car capable of tackling roads bereft of asphalt. **LxWxH** 3700x1660x1595 **Kerb weight** 855kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 Dualjet	87	106	11.8	52.9	TBC
1.2 Dualjet SHVS	87	106	11.4	54.1	TBC
1.2 Dualjet SHVS 4x4	87	103	11.1	54.1	TBC

Jimny 3dr SUV £15,499–£17,999 ★★★½☆
Charming 4x4 is capable and affordable but retains its dynamic foibles. **LxWxH** 3645x1645x1725 **Kerb weight** 1135kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 VVT	100	90	11.9	32.2-35.8	178-198

Swift 5dr hatch £12,499–£18,499 ★★★½☆
Given mature looks, more equipment and a hybrid powertrain, but it's no class leader. **LxWxH** 3840x1735x1495 **Kerb weight** 890kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 Dualjet	87	111	11.9	55.4	115
1.2 Dualjet SHVS 4x4	87	105	12.6	49.7	128
1.0 Boosterjet	108	118-121	10.0-10.6	49.6-51.8	123-136
1.4 Boosterjet Sport	138	130	8.1	47.1	135

Baleno 5dr hatch £13,249–£16,249 ★★★½☆
Suzuki's family-sized hatchback makes use of clever little engines. **LxWxH** 3995x1745x1470 **Kerb weight** 920kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 Boosterjet	108	118-124	11.0-11.4	46.8-52.4	TBC

Vitara 5dr SUV £16,999–£25,649 ★★★½☆
Utterly worthy addition to the class drives better than most. **LxWxH** 4175x1775x1610 **Kerb weight** 1075kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 Boosterjet	108	111	11.5-12.5	39.4-45.9	139-162
1.4 Boosterjet	136	124	9.5-10.2	36.6-43.6	146-174

S-Cross 5dr SUV £17,499–£26,099 ★★★½☆
A worthy crossover if not a class leader. Refreshed looks give a lease of life. **LxWxH** 4300x1785x1585 **Kerb weight** 1160kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 Boosterjet	108	106-112	11.0-12.4	404-44.9	120-131
1.0 Boosterjet Allgrip	108	109	12.0	39.2	127
1.4 Boosterjet Allgrip	136	124	10.2	37.7-38.8	141

TESLA

Model S 5dr hatch £82,190–£96,790 ★★★★½
Large range makes it not only a standout EV but also the future of luxury motoring. **LxWxH** 4978x1963x1445 **Kerb weight** 2108kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
Long range	602	155	4.1	TBC	0
Performance	602	155	2.4	TBC	0

Model 3 4dr saloon £42,990–£56,490 ★★★★☆
Lowest-price, biggest-volume Tesla yet arrives in the UK after wooing the US. **LxWxH** 4694x1849x1443 **Kerb weight** 1726kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
Standard range plus	235	140	5.3	TBC	0
Long range	346	145	4.4	TBC	0
Performance	449	162	3.2	TBC	0

Model X 5dr SUV £87,190–£101,390 ★★★★½
A genuine luxury seven-seat electric SUV which also has a large range. **LxWxH** 5036x2070x1684 **Kerb weight** 2459kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
Long range	602	155	4.7	TBC	0
Performance	602	155	2.8	TBC	0

TOYOTA

Aygo 3dr hatch £9695–£14,595 ★★★☆☆
Impactful styling does a lot to recommend it, but not as refined nor as practical as some. **LxWxH** 3455x1615x1460 **Kerb weight** 840kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 VVT-i	71	99	13.8	45.8-57.7	TBC

Yaris 5dr hatch £13,515–£26,295 ★★★½☆
Stylish interior but ultimately a scaled-down version of bigger Toyotas. **LxWxH** 3495x1695x1510 **Kerb weight** 975kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 VVT-i	67	96	15.3	61.1-61.4	TBC
1.5 VVT-i	108	108	11.0-11.2	54.3-57.6	TBC
1.5 VVT-i Hybrid	71	102	11.8	67.3-76.3	TBC
1.8 VVT-i GRMN	206	143	6.3	TBC	TBC

C-HR 5dr SUV £21,880–£29,170 ★★★★☆
Coupé-shaped crossover certainly turns heads and impresses on the road. **LxWxH** 4360x1795x1565 **Kerb weight** 1320kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 Turbo	112	114-118	10.9-11.1	39.7-41.5	TBC
1.2 Turbo AWD	112	111	11.4	34.0-34.4	TBC
1.8 VVT-i Hybrid	119	105	11.0	55.3-57.6	TBC

Corolla 5dr hatch £21,300–£30,340 ★★★★☆
Rebranded hatch has rolling refinement, interior ambience and affable handling. **LxWxH** 4370x1790x1435 **Kerb weight** 1340kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 VVT-i	114	124	9.3	39.2-44.8	128-132
1.8 VVT-i Hybrid	122	111	10.9	55.3-62.7	76-83
2.0 VVT-i Hybrid	180	111	7.9	50.4-54.2	89

Corolla Sports Tourer 5dr estate £22,575–£30,345 ★★★★☆
More practical estate bodystyle proves just as capable with hybrid power. **LxWxH** 4650x1790x1435 **Kerb weight** 1440kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 VVT-i	114	124	9.6	41.5-44.1	128-132
1.8 VVT-i Hybrid	122	111	11.1	57.6-62.7	76-83
2.0 VVT-i Hybrid	180	111	8.1	53.2	89

RAV4 5dr SUV £29,635–£36,640 ★★★☆☆
A solid option but ultimately outgunned by Korean competition. **LxWxH** 4605x1845x1675 **Kerb weight** 1605kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.5 Hybrid	194	112	8.4	48.7-50.4	TBC
2.5 Hybrid AWD	194	112	8.4	47.8-48.7	TBC

Land Cruiser 5dr SUV £34,690–£54,040 ★★★½☆
A real go-anywhere vehicle. Totally rugged and available with seven seats. **LxWxH** 4335x1885x1875 **Kerb weight** 2010kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.8 D-4D	171	109	12.1-12.7	27.4-31.0	TBC

GT86 2dr coupé £27,285–£31,795 ★★★★½
Almost the most fun you can have on a limited budget. Splendid. **LxWxH** 4240x1775x1320 **Kerb weight** 1247kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0i	197	130-140	7.6-8.2	32.8-33.2	TBC

Supra 2dr coupé £52,695–£54,000 ★★★★☆
Brings welcome muscle, fun and variety to the affordable sports car class. **LxWxH** 4379x1292x1854 **Kerb weight** 1541kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.0i	335	155	4.3	34.5	TBC

Prius 5dr hatch £24,245–£28,350 ★★★★☆
Better all round compared with its predecessors. Challenging looks, though. **LxWxH** 4540x1760x1470 **Kerb weight** 1375kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.8 VVT-i Hybrid	120	112	10.6	60.1-61.4	TBC

Prius Plug-in Hybrid 5dr hatch £31,695–£33,895 ★★★★☆
Plug-in version is clever and appealing. Seems more comfortable in its skin. **LxWxH** 4645x1760x1470 **Kerb weight** 1530kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.8 VVT-i Hybrid	120	101	11.1	235.4	TBC

Prius+ 5dr MPV £27,830–£30,175 ★★★☆☆
Expensive, old and ugly variant of the Prius, but can carry seven. **LxWxH** 4645x1775x1575 **Kerb weight** 1500kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.8 VVT-i Hybrid	132	103	11.3	47.0-48.7	TBC

VAUXHALL

Adam 3dr hatch £13,850–£15,700 ★★★☆☆
Certainly looks the part, but there are better superminis ahead of it. **LxWxH** 3698x1720x1484 **Kerb weight** 1101kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2i 70	69	103	14.9	43.5-44.1	TBC

Corsa 3dr/5dr hatch £11,730–£19,735 ★★★½☆
Refined, stylish and practical, but its engines aren't so good. **LxWxH** 4021x1736x1479 **Kerb weight** 1141kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.4i 75	74	101	15.5	42.2-43.5	TBC
1.4i 90	88	109	13.2	38.2-42.8	TBC
1.4i Turbo 100	98	115	11.0	42.8-43.5	TBC
1.4i Turbo 150	148	129	8.9	40.4-42.2	TBC

Astra 5dr hatch £18,900–£26,030 ★★★★☆
Good handling and nice engines, but its working-class roots still show through. **LxWxH** 4370x1809x1485 **Kerb weight** 1244kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0i Turbo 105	103	121	10.5	45.6-47.9	TBC
1.4i Turbo 125	123	127	8.6	43.5-45.6	TBC
1.4i Turbo 150	148	134	7.8	38.2-44.1	TBC
1.6 CDTi 110	108	124	10.2	55.4-58.9	TBC
1.6 CDTi 136	134	127	9.0	48.7-57.6	TBC

Astra Sports Tourer 5dr estate £20,350–£24,680 ★★★★☆
More composed and practical than the hatchback. **LxWxH** 4702x1809x1510 **Kerb weight** 1273kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0i Turbo 105	103	121	11.0	45.6-47.9	TBC
1.4i Turbo 125	123	127	9.0	43.5-45.6	TBC
1.4i Turbo 150	148	134	8.2	37.7-44.1	TBC
1.6 CDTi 110	108	121	10.7	54.3-58.9	TBC
1.6 CDTi 136	134	127	9.5	47.9-57.6	TBC

Insignia Grand Sport 5dr hatch £19,940–£37,620 ★★★★☆
The good-looking and tech-filled Insignia makes an attractive proposition. **LxWxH** 4897x1863x1455 **Kerb weight** 1714kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 Turbo 140	138	130	9.3	42.8-44.1	TBC
1.5 Turbo 165	162	138	8.4	38.7-44.1	TBC
1.6 Turbo 200	198	146	7.2	36.7-39.8	TBC
1.6 Turbo D 110	108	127	10.9	55.4-57.6	TBC
1.6 Turbo D 136	134	126-131	9.9-10.2	47.1-54.3	TBC
2.0 Turbo D 170	167	139-140	8.2-8.4	43.5-51.4	TBC
2.0 BiTurbo D 210 4x4	207	144	7.4-7.5	36.7	TBC

Insignia Sports Tourer 5dr estate £21,500–£39,120 ★★★★☆
The practical version of the Insignia that aims to take the fight to premium rivals. **LxWxH** 4986x1863x1514 **Kerb weight** 1487kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 Turbo 140	138	129	9.6	40.9-42.8	TBC
1.5 Turbo 165	162	135	8.6	37.7-42.8	TBC
1.6 Turbo 200	198	144	7.4	36.2-39.2	TBC
1.6 Turbo D 110	108	125	111.1	53.3-55.4	TBC
1.6 Turbo D 136	134	127-132	10.1-10.5	46.3-52.3	TBC
2.0 Turbo D 170	167	137-139	8.4-8.6	42.2-49.6	TBC
2.0 BiTurbo D 210 4x4	207	144	7.4-7.5	36.2-36.7	TBC

Crossland X 5dr SUV £17,710–£23,080 ★★★½☆
Vauxhall's small SUV is competent enough but lacks any real character. **LxWxH** 4212x1765x1605 **Kerb weight** 1245kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2i 83	81	105	14.0	42.2-44.1	TBC
1.2i Turbo 110	108	117	10.6	39.8-46.3	TBC
1.2i Turbo 130	128	128	9.1	42.2-44.1	TBC
1.5 Turbo D 102	101	111	9.9	55.4-58.9	TBC

Mokka X 5dr SUV £20,640–£25,840 ★★★½☆
Compact and competent but lacks any persuasive qualities. **LxWxH** 4275x1780x1658 **Kerb weight** 1394kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.4 Turbo 140	138	119-122	9.3-10.1	34.4-36.7	TBC
1.4 Turbo 140 4x4	138	116	9.3	34.4-39.2	TBC
1.6 CDTi 136	134	117-118	9.3-10.3	43.5-50.4	TBC

Grandland X 5dr SUV £23,410–£34,930 ★★★☆☆
Does well to disguise its 3008 roots but too bland to stand out in a congested segment. **LxWxH** 4477x1811x1630 **Kerb weight** 1350kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 Turbo 130	128	117	10.9-11.1	37.7-42.8	TBC
1.5 Turbo D 130	128	116	11.3	49.6-53.3	TBC
2.0 Turbo D 177	175	133	9.1	42.8-45.6	TBC

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Combo Life 5dr MPV £20,130–£22,230 ★★★½☆
Van-based people carrier is usable, spacious and practical, if not very pretty to look at. **LxWxH** 4403x1841x1921 **Kerb weight** 1430kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 Turbo 110	108	109	11.9	38.2-40.9	TBC
1.5 Turbo D 100	99	107	12.7	42.8-47.9	TBC
1.5 Turbo D 130	128	115	10.6	47.1-49.6	TBC

VOLKSWAGEN

Up 3dr/5dr hatch £9825–£23,650 ★★★★☆
It's no revolution, but VW's hallmarks are in abundance. **LxWxH** 3600x1428x1504 **Kerb weight** 926kg

1.0 60	59	100	14.4	53.3-54.3	TBC
1.0 75	74	106	13.2-13.5	51.4-53.3	TBC
1.0 90	88	114	9.9	54.3-55.4	TBC
1.0 115	113	119	8.8	49.6-50.4	TBC
e-Up	81	80	12.4	TBC	0

Polo 5dr hatch £14,330–£23,155 ★★★★☆
A thorough going-over makes it more mature, but the Polo is still a bit boring. **LxWxH** 4053x1946x1461 **Kerb weight** 1105kg

1.0 65	64	102	15.5	47.1-48.7	TBC
1.0 80	78	106	15.4	46.3-48.7	TBC
1.0 TSI 95	93	116	10.8	44.8-52.3	TBC
1.0 TSI 115	113	124	9.5	44.8-49.6	TBC
2.0 TSI GTI 200	197	147	6.7	38.7-39.8	TBC
1.6 TDI 80	79	109	12.9	53.3-55.4	TBC
1.6 TDI 95	93	115	10.8	53.3-55.4	TBC

Golf 3dr/5dr hatch £18,765–£35,635 ★★★★½
Does exactly what everyone expects. Still the king of the family car. **LxWxH** 4258x1790x1492 **Kerb weight** 1206kg

1.0 TSI 85	83	112	11.9	48.7-50.4	TBC
1.0 TSI 115	113	123	9.8	41.5-57.6	TBC
1.5 TSI EVO 130	128	130	9.1	44.1-46.3	TBC
1.5 TSI EVO 150	148	134	8.3	42.2-45.6	TBC
2.0 TSI 245 GTI Performance	241	154-155	6.2	36.7-37.7	TBC
2.0 TSI 300 4Motion R	296	155	4.6-5.1	32.5-32.8	TBC
1.6 TDI 115	113	123	10.2-10.5	50.4-55.4	TBC
2.0 TDI 150	148	133-134	8.6	50.4-52.3	TBC
2.0 TDI 184 GTD	181	143-144	7.4-7.5	48.7-52.3	TBC
e-Golf	134	93	9.6	TBC	0

Golf Estate 5dr estate £21,345–£36,835 ★★★★½
Practical load-lugging estate doesn't erode the well-rounded Golf package. **LxWxH** 4567x1799x1515 **Kerb weight** 1295kg

1.0 TSI 115	108	TBC	TBC	41.5-44.8	TBC
1.5 TSI EVO 130	128	131	9.5	43.5-47.1	TBC
1.5 TSI EVO 150	148	135	8.7	41.5-44.8	TBC
2.0 TSI 300 4Motion R	296	155	4.8	32.5-32.8	TBC
1.6 TDI 115	113	124	10.7	49.6-57.6	TBC
2.0 TDI 150	148	134-135	8.9	50.4-52.3	TBC
2.0 TDI 184 GTD	181	143-144	7.8-7.9	47.9-49.6	TBC

Golf SV 5dr MPV £21,000–£29,320 ★★★★☆
Probably the least appealing member of the Golf family but still resolute. **LxWxH** 4338x2050x1578 **Kerb weight** 1335kg

1.0 TSI 85	83	110	13.0	47.1-47.9	TBC
1.0 TSI 115	113	119	11.3	41.5-43.5	TBC
1.5 TSI EVO 130	128	126	9.6	41.5-45.6	TBC
1.5 TSI EVO 150	148	132	8.8	40.9-42.8	TBC
1.6 TDI 115	113	119	11.0	48.7-55.4	TBC
2.0 TDI 150	148	130	9.2	49.6-52.3	TBC

Passat 4dr saloon £23,495–£33,575 ★★★★☆
Lands blows on rivals with its smart looks, civilised refinement, quality and usability. **LxWxH** 4767x2083x1476 **Kerb weight** 1367kg

1.5 TSI EVO 150	148	135	8.6	43.5-47.1	TBC
1.6 TDI 150	148	135	8.9	49.6-53.3	TBC
2.0 TDI 190	188	146	8.1	49.6-50.4	TBC

Passat Estate 5dr estate £25,095–£35,175 ★★★★☆
All the Passat's redeeming features in spacious, practical estate form. **LxWxH** 4767x2083x1516 **Kerb weight** 1395kg

1.5 TSI EVO 150	148	135	8.6	38.7-44.8	TBC
1.6 TDI 150	148	135	8.9	49.6-53.3	TBC
2.0 TDI 190	188	146	8.1	47.9-51.4	TBC

Arteon 4dr saloon £33,320–£40,425 ★★★½☆
VW's flagship saloon is well-made and luxurious but rather bland to drive. **LxWxH** 4862x1871x1450 **Kerb weight** 1505kg

1.5 TSI EVO 150	148	137	8.9	39.2-40.4	TBC
2.0 TSI 190	187	149	7.5	TBC	TBC
2.0 TSI 272 4Motion	270	155	5.6	32.5-33.2	TBC
2.0 TDI 150	148	137	9.1	49.6-52.3	TBC
2.0 TDI 190	187	148	8.0	48.7-50.4	TBC
2.0 TDI 190 4Motion	187	145	7.8	43.5-44.8	TBC
2.0 BiTDI 240 4Motion	236	152	6.5	TBC	TBC

Touran 5dr MPV £24,045–£30,870 ★★★★☆
Dull overall, but it's a capable MPV, well-made and hugely refined. **LxWxH** 4527x1829x1659 **Kerb weight** 1436kg

1.0 TSI 115	113	119	11.3	39.2-41.5	TBC
1.5 TSI EVO 150	148	130	8.9	37.2-39.8	TBC
1.6 TDI 115	113	118	11.4	47.9-51.4	TBC
2.0 TDI 150	148	128-129	9.3	TBC	TBC

Sharan 5dr MPV £29,115–£39,350 ★★★★½
Full-sized seven-seater offers versatility, space, VW desirability and tidy handling. **LxWxH** 4854x1904x1720 **Kerb weight** 1703kg

1.4 TSI 150	148	123-124	9.9	31.4-35.8	TBC
2.0 TDI 115	113	114	12.6	TBC	TBC
2.0 TDI 150	148	123-124	10.3	39.8-43.5	TBC
2.0 TDI 177	175	132-136	8.9	39.8-40.4	TBC

T-Cross 5dr SUV £16,995–£26,740 ★★★★½
Compact crossover delivers a classy, substantial feel on UK roads. **LxWxH** 4108x1760x1584 **Kerb weight** 1270kg

1.0 TSI 95	93	112	11.5	46.3-47.9	TBC
1.0 TSI 115	113	120	10.2	43.5-45.6	TBC
1.6 TDI 95	93	111	11.9	49.6-53.3	TBC

T-Roc 5dr SUV £19,270–£31,050 ★★★★☆
VW's junior SUV is beguiling and sophisticated. It drives rather well, too. **LxWxH** 4234x1992x1573 **Kerb weight** 1270kg

1.0 TSI 115	113	116	10.1	43.5-44.8	TBC
1.5 TSI EVO 150	148	127	8.3	38.7-42.2	TBC
1.5 TSI EVO 150 4Motion	148	127	8.4	34.0-34.9	TBC
2.0 TSI 190 4Motion	187	134	7.2	34.0-34.4	TBC
1.6 TDI 115	113	116	10.3	49.6-50.4	TBC
2.0 TDI 150	148	124	8.6	48.7-50.4	TBC
2.0 TDI 150 4Motion	148	124	8.7	45.6-46.3	TBC

Tiguan 5dr SUV £23,990–£38,790 ★★★★☆
An improvement on the previous model and will continue to sell by the bucket load. **LxWxH** 4486x1839x1654 **Kerb weight** 1490kg

1.5 TSI EVO 130	128	119	10.2	39.8-40.9	TBC
1.5 TSI EVO 150	148	124	9.2	36.7-38.2	TBC
2.0 TSI 190 4Motion	188	131	7.9	39.2-42.8	TBC
2.0 TSI 230 4Motion	228	142	6.3	29.7-30.4	TBC
2.0 TDI 150	148	125-127	9.3	44.8-47.9	TBC
2.0 TDI 150 4Motion	148	124-125	9.3	39.2-42.2	TBC
2.0 TDI 190 4Motion	187	131	7.9	38.7-39.2	TBC

Tiguan Allspace 5dr SUV £30,095–£41,040 ★★★★☆
Has all the Tiguan's sensibility and refinement, now with the bonus of seven seats. **LxWxH** 4486x1839x1654 **Kerb weight** 1490kg

1.5 TSI EVO 150	148	123	9.5	35.3-35.8	TBC
2.0 TSI 190 4Motion	188	130	7.9	TBC	TBC
2.0 TDI 150	148	124-126	9.8	43.5-44.1	TBC
2.0 TDI 150 4Motion	148	123-124	9.9	38.2-38.7	TBC
2.0 TDI 190 4Motion	187	130	8.6	38.2-38.7	TBC

Touareg 5dr SUV £49,095–£58,295 ★★★★☆
Hints of ritziness and sportiness don't impinge on this functional luxury SUV's appeal. **LxWxH** 4878x2193x1717 **Kerb weight** 1995kg

3.0 V6 TSI 340	335	155	5.9	24.6-25.9	TBC
3.0 V6 TDI 231	228	135	7.5	33.2-34.9	TBC
3.0 V6 TDI 286	282	148	6.1	32.8-34.9	TBC

VOLVO

V40 5dr hatch £23,995–£29,820 ★★★★☆
Not perfect, but handsome, well-packaged, pragmatic and likeable. **LxWxH** 4370x2041x1470 **Kerb weight** 1417kg

2.0 D2	116	118	10.5	47.9-56.5	TBC
2.0 D3	145	130	8.4	47.1-55.4	TBC
2.0 T2	119	118	9.8	38.2-42.8	TBC
2.0 T3	148	130	8.3	37.2-42.8	TBC

V40 Cross Country 5dr hatch £28,070–£29,819 ★★★★☆
Handsome hatchback gets a rugged makeover but loses some of its likeable nature. **LxWxH** 4369x2041x1439 **Kerb weight** 1428kg

2.0 D3	145	118	8.5	47.9-55.4	TBC
2.0 T3	148	130	8.5	37.2-40.9	TBC

S60 4dr saloon £37,935–£56,105 ★★★★☆
Fresh-faced saloon now sits comfortably among the ranks of its German peers. **LxWxH** 4761x1916x1437 **Kerb weight** 1616kg

2.0 T5	248	145	6.5	35.3-39.8	152-155
2.0 T8 TwinEngine	390	155	4.6	122.8-176.5	42
2.0 T8 Polestar Engineered	399	155	4.4	104.5	48

V60 5dr estate £32,410–£41,460 ★★★★½
Spacious and comfortable, with a characterful, Scandi-cool design. **LxWxH** 4761x1916x1427 **Kerb weight** 1729kg

2.0 D3	147	127	9.5	45.6-55.4	TBC
2.0 D4	187	137	7.6	46.3-55.4	TBC
2.0 T5	246	145	6.7	34.0-38.7	TBC

V60 Cross Country 5dr estate £38,270 ★★★★☆
Brings extra ride height, all-wheel drive and off-road body cladding. **LxWxH** 4784x1916x1499 **Kerb weight** 1792kg

2.0 D4	187	130	8.2	42.8-47.9	TBC

S90 4dr saloon £36,120–£58,555 ★★★★☆
Volvo's mid-sized exec majors on comfort, style and cruising ability. **LxWxH** 4963x2019x1443 **Kerb weight** 1665kg

2.0 T4	185	130	8.7	33.2-37.7	TBC
2.0 T5	248	140	6.8	33.2-37.7	TBC
2.0 D4	185	140	8.2	43.5-50.4	TBC
2.0 D5 PowerPulse AWD	228	145	7.0	39.2-43.5	TBC
2.0 T8 Twin Engine AWD	310	155	4.8	97.4-117.7	TBC

V90 5dr estate £38,120–£60,555 ★★★★☆
luxury estate takes on the 5 Series and the E-Class. Comfy and a good cruiser. **LxWxH** 4936x2019x1475 **Kerb weight** 1679kg

2.0 T4	185	130	8.9	33.2-37.7	TBC
2.0 T5	248	140	6.7	33.2-37.7	TBC
2.0 D4	185	140	8.5	43.5-50.4	TBC
2.0 D5 PowerPulse AWD	228	145	7.2	39.2-43.5	TBC
2.0 T8 Twin Engine AWD	310	155	4.8	97.4-117.7	TBC

V90 Cross Country 5dr estate £43,020–£57,935 ★★★★☆
Volvo's large comfy estate given a jacked-up, rugged makeover. **LxWxH** 4936x2019x1543 **Kerb weight** 1826kg

2.0 D4 AWD	185	130	8.8	40.4-43.5	TBC
2.0 D5 PowerPulse AWD	228	140	7.5	38.2-40.9	TBC
2.0 T5 AWD	250	140	7.4	30.4-32.5	TBC
2.0 T6 AWD	310	140	6.3	30.4-32.5	TBC

XC40 5dr SUV £29,910–£38,020 ★★★★☆
Volvo's take on the crossover aims to rival BMW, Mercedes and Audi. **LxWxH** 4425x1910x1658 **Kerb weight** 1626kg

T3	152	124	9.4	36.7-39.8	TBC
T4 AWD	185	130	8.5	32.8-35.3	TBC
T5 AWD	243	140	6.5	31.0-34.0	TBC
D3	145	124	9.8	44.1-51.4	TBC
D3 AWD	145	124	7.5	42.8-44.8	TBC
D4 AWD	185	130	7.9	39.8-44.1	TBC

XC60 5dr SUV £38,320–£60,670 ★★★½☆
Looks like a small XC90 and carries on where the old one left off. A good, capable cruiser. **LxWxH** 4688x1999x1658 **Kerb weight** 1781kg

2.0 D4 AWD	185	127	8.4	36.7-44.8	TBC
2.0 D5 PowerPulse AWD	228	137	7.2	35.3-40.4	TBC
2.0 T5 AWD	247	137	6.8	30.1-34.0	TBC
2.0 T8 Twin Engine	310	140	5.3	83.1-100.9	TBC

XC90 5dr SUV £51,860–£72,795 ★★★★☆
Clever packaging, smart styling, good to drive: Volvo's closest thing to a class-leader. **LxWxH** 4950x2008x1776 **Kerb weight** 1961kg

2.0 D5 PowerPulse AWD	228	137	7.8	34.0-36.7	TBC
2.0 T5 AWD	250	134	7.9	26.9-30.4	TBC
2.0 T6 AWD	310	143	6.5	26.2-28.8	TBC
2.0 T8 Twin Engine	310	140	5.6	74.3-83.1	TBC

VUHL

05 0dr open £59,995–£89,995 ★★★★☆
Mexican track-day special has a pleasingly pragmatic and forgiving chassis. **LxWxH** 3718x1876x1120 **Kerb weight** 725kg

2.0 DOHC Turbo	285	152	3.7	TBC	TBC
2.3 DOHC Turbo RR	385	158	2.7	TBC	TBC

WESTFIELD

Sport 2dr coupé £19,950–£35,800 ★★★★☆
Sport Turbo is very quick and fun but not a patch on the Caterhams. **LxWxH** TBC **Kerb weight** TBC

1.6 Sigma	135	TBC	TBC	TBC	TBC
1.6 Sigma	155	TBC	TBC	TBC	TBC
2.0 Duratec	200	TBC	TBC	TBC	TBC
2.0 Ecoboost	252	TBC	TBC	TBC	TBC

Mega 2dr coupé £14,999–£15,595 ★★★½☆
Mega engines make it rapid, but not as fun as Caterham's R range. **LxWxH** TBC **Kerb weight** TBC

1.3 Suzuki Hyabusa	177	136	3.0	TBC	TBC
2.0 VTEC S2000	240	TBC	TBC	TBC	TBC

ZENOS

E10 0dr coupé £26,995–£39,995 ★★★★½
The latest in a long line of mid-engined British marvels. Expect a dedicated following. **LxWxH** 3800x1870x1130 **Kerb weight** 700kg

2.0 Ecoboost S	250	145	4.0	TBC	TBC
2.3 Ecoboost R	350	155	3.0	TBC	TBC

WHAT'S COMING WHEN

Volkswagen Touareg R
On sale August, priced from £65,000 (est)
The idea of R performance branding being used for an SUV of this stature may seem odd, but VW has enjoyed good early success with the smaller T-Roc R. The unique selling point of this hot Touareg will be its plug-in hybrid propulsion, making it capable of electric-only travel and giving the low CO_2 that all car makers need in 2020.

JANUARY
Alfa Romeo Giulia, Stelvio facelift, **Audi** A1 Citycarver, RS6, RS7, **Bentley** Flying Spur, **Ferrari** F8 Tributo, **Ford** Puma, **Hyundai** i10, **Kia** Soul EV, **Mercedes-Benz** GLB, **Peugeot** 2008 and e-2008, **Porsche** Taycan, **Renault** Zoe, **Skoda** Superb facelift, **Vauxhall** Corsa

FEBRUARY
Aston Martin Valkyrie, **Audi** RS Q8, **Jaguar** F-Type facelift, **Kia** Ceed SW and Xceed PHEV, **McLaren** 620R, Speedtail, **Mini** Electric, **Peugeot** 3008 PHEV, 508 and 508 SW PHEV, **Renault** Captur, **Seat** Mii Electric, **Volkswagen** e-Up, Up facelift

MARCH
Alpina B3, **BMW** X5 M, X6 M, **Land Rover** Defender, **Mercedes-AMG** GLE 53 and GLE 53 Coupé, **Skoda** Citigo-e iV, **Smart** Fortwo and Forfour EQ facelift, **Uniti** One, **Vauxhall** Corsa-e, **Volkswagen** T-Roc cabriolet, **Volvo** XC40 PHEV

APRIL
Aston Martin DBX, **Mercedes-AMG** GLA, GLB 35, **Polestar** 1, **Porsche** 718 GTS, **Seat** Leon

MAY
Ford Kuga, **Hyundai** i20, i30 facelift, **Land Rover** Discovery Sport PHEV, Evoque PHEV, **Mercedes-Maybach** GLS, **Mini** GP, **Skoda** Octavia, **Vauxhall** Insignia facelift

JUNE
BMW M2 CS, M8, **Citroën** C5 Aircross, **Ferrari** SF90 Stradale, **Honda** E, **Mercedes-AMG** GLS 63

JULY
Aston Martin Vantage Volante, **Chevrolet** Corvette, **Honda** Jazz, **Jaguar** F-Pace facelift, **Jeep** Gladiator, **Lamborghini** Sián, **Lexus** LC Convertible, **Mercedes-AMG** GLE 63, GLE Coupé, GLE PHEV, **Pininfarina** Battista, **Polestar** 2, **Porsche** 911 Turbo, **Volkswagen** Golf GTE, ID 3

AUGUST
Alpina B8, **Audi** A3 Sportback, **Fiat** 500e, **Jaguar** XF facelift, **Jeep** Renegade PHEV, **Lotus** Evija, **Mercedes-AMG** GTR Black Series, **Seat** Ateca facelift, **Volkswagen** Touareg R

SEPTEMBER
Audi A3 saloon, Q5 facelift, **Cupra** Leon PHEV, **Jaguar** E-Pace facelift, **Maserati** Ghibli facelift, Levante facelift, Quattroporte facelift, **Mercedes-Benz** E-Class facelift, **Mitsubishi** Outlander PHEV, **Porsche** 718 Cayman GT4 RS, **Skoda** Octavia PHEV, **Toyota** RAV4 PHEV, Yaris, **Volkswagen** Golf GTD, Golf GTI, Golf R

OCTOBER
Audi A3 E-tron, RS3, S3, **Cupra** Formentor, **DS** saloon, **Ferrari** Roma, **Ford** Mustang Mach-E, **Hyundai** Tucson, **Maserati** sports car, **Mini** Countryman facelift, **Skoda** Octavia vRS, **Ssangyong** Korando EV, **Subaru** Levorg, **Volvo** XC40 Recharge

NOVEMBER
Alfa Romeo Tonale, **Alpina** XB7, **McLaren** 750LT, **Mercedes-Benz** S-Class, **MG** HS PHEV, **Porsche** Panamera facelift, **Seat** El-Born, **Tesla** Model Y, **Toyota** Corolla GR

DECEMBER
BMW iX3, **Citroën** C4 Cactus EV, **Ford** Puma ST, **McLaren** Elva, **Mercedes-Benz** EQA, EQB, **Porsche** 911 GT3, **Rolls-Royce** Ghost, **Tesla** Model S Plaid, **Toyota** Yaris GR, **Wiesmann** sports car

Matt Prior

TESTER'S NOTES

Ghosn held an explosive press conference after his top-secret flight

Back in the news this week: former Renault, Mitsubishi and, most significantly, Nissan chief Carlos Ghosn, who has made himself heard with an extraordinary press conference in Lebanon (see p15). His arrival in Beirut in the new year was as much of a surprise to Japanese authorities as the rest of us, because they thought he was still under house arrest in Tokyo.

To recap: Ghosn was the chairman of the Renault-Nissan-Mitsubishi Alliance, a set of companies that had enjoyed unprecedented success, before his arrest in November 2018; the Japanese authorities say for financial misconduct, Ghosn says because of collusion between Nissan executives and prosecutors opposed to his plans for the companies.

His incarceration, he claims, began with imprisonment and solitary confinement, limited to a cell with no windows for 23 and a half hours a day and to two showers a week – normal for a student but not for Ghosn – and culminated under strict bail conditions with no trial date set. He said his options were escape or "die in Japan" and opted for the former.

> "Ghosn took the more fiendish plan of opening his back door and casually walking out of it"

Having 'done an Assange', only with the good sense to present himself to a country largely pleased to see him, rather than an initially tolerant embassy where his skateboarding in the corridors and the smell of his cat's litter tray would soon annoy his hosts, tales of the escapade started to become clearer.

It was initially reported that Ghosn escaped in a musical instrument case brought by a Gregorian band visiting his house – which would have been odd, given that Gregorian bands are primarily noted for chanting. Later it transpired that Ghosn instead took the infinitely more fiendish plan of opening his back door and casually walking out of it, because the front was under heavier surveillance. Then, using Japan's famed aversion to germs, he blended in by putting on a mask and strolled to a nearby hotel.

He might have left that hotel in the trunk or climbed into it later still, at the airport from where a private charter jet definitely took him to Turkey and then onto Lebanon. Most of those who should know if a fugitive is hiding in a case in their hotel, airport or aircraft are now shrugging their shoulders and saying they knew absolutely nothing about it, guv.

Details, details. This version of events might have been superseded by the time you read this, because Ghosn – while saying lots about other things – is revealing nothing more about his escape and details are changing quickly. Unlike, might I suggest, the rest of the process: Ghosn's 13 months of incarceration brought him, he said, no closer to a trial in a legal system that has a conviction rate of more than 99%.

There are other claims, too. A group of Lebanese lawyers have complained that Ghosn (a citizen of Lebanon as well as Brazil and France) has worked in Israel; Ghosn himself began a lawsuit against Nissan and Mitsubishi last July; and the Japanese have issued via Interpol a red notice requesting his arrest.

Prosecutors in Beirut have placed a travel ban on Ghosn, but Lebanon has extradition treaties with only the US and South Korea, so it could be months, years or forever before anything more serious than words is exchanged across continents.

The tales of Ghosn's escape change quickly. Even when going normally, legal procedures move slowly. So, like the 300,000 Nissans that were recalled because trim could catch on the accelerator and cause unintended acceleration, this could run and run.

The case of the missing car exec may have looked like this

GET IN TOUCH
matt.prior@haymarket.com
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ESTABLISHED 1895

The Autocar

Britain reclaims the record

24 February 1928

THE BRITISH-BUILT Bloodhound uses a Rolls-Royce turbofan, plus a rocket, to produce around 13.5kN of thrust; Wing Commander Andy Green's aim is to achieve 800mph.

A historical parallel can be found almost a century ago, when Major Malcolm Campbell set a land speed record – for the fourth time – in his Blue Bird III, using a 875hp W12 Napier racing plane engine. He hit 206.956mph at Daytona Beach.

"It appears from the distance like a projectile, accompanied by the roar of some incensed diabolic monster," Autocar reported in awe. A highlight was "how the car nearly got out of hand when slowing after its fastest run" as a rough patch "threw the driver high in the air and gave him a fraction of a second of desperate work to regain control".

This record lasted just a month, but Campbell would retake it five more times, finally hitting 301mph.

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"730BHP, 200MPH+ TYRE-SHREDDING MONSTER"

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AUDI R8 V10 » 592+BHP (+DE-LIMIT)
AUDI RS4 / RS5 » 480+ BHP (+DE-LIMIT)
AUDI RS3 / TTRS (8V MK2) » 480+ BHP
AUDI S3 / GOLF R » 378+ BHP (+DE-LIMIT)
AUDI 3.0TDI (ALL MODELS) » 315+ BHP
AUDI 3.0 BI-TDI (ALL MODELS) » 400+ BHP
AUDI Q7 / A8 4.2 TDI » 400+ BHP

BMW
F90 M5 » 750+BHP (+DELIMIT)
M2 COMPETITION » 530BHP (+DE-LIMIT)
M2 » 435BHP (+DE-LIMIT)
M3/M4 » 540+BHP (+DE-LIMIT)
M5/M6 » 730+BHP (+DE-LIMIT)
X5M/X6M » 730+BHP (+DE-LIMIT)
X5M50D/X6M50D » 450+BHP
M140I / 240I / 340I / 440I » 430+BHP
M135I/M235I » 410+BHP
i8 » 415BHP
120I / 220I / 320I / 420I » 275+BHP
118D / 218D / 318D » 225BHP
120D / 220D / 320D / 420D » 40BHP
330I / 430I » 320+BHP
335I / 435I » 410+BHP
330E » 320+BHP
330D / 430D / 530D / 730D » 360BHP
335D / 435D / 535D » 395+BHP
550I / 650I » 555+BHP (+DE-LIMIT)
640D / 740D » 395BHP (+DE-LIMIT)
X530D / X630D » 360BHP

MERCEDES-BENZ
A35 AMG » 350+BHP (+DE-LIMIT)
E63S W213 » 700+BHP (+DE-LIMIT)
A45 / CLA45 AMG » 430+BHP
AMG GT / GTS » 560BHP (+DE-LIMIT)
C43 / E43 / GLC43 AMG » 455BHP
C63 / 63S 4.0T AMG » 620+BHP
C63 6.3 AMG » 530+BHP
500 4.7 BITURBO (ALL MODELS) » 498+BHP
63 AMG BITURBO (ALL MODELS) » 700+BHP
55 AMG KOMPRESSOR » 600+BHP
(+DE-LIMIT & SUSPENSION LOWERING)
S65 » 780BHP (+DE-LIMIT)
SL65 AMG » 690BHP (+DE-LIMIT)
SL65 BLACK » 720BHP (+DE-LIMIT)
200 CDI (ALL MODELS) » 173BHP
220 CDI (ALL MODELS) » 230BHP
250 CDI (ALL MODELS) » 260BHP
C300 HYBRID » 285BHP
C300E » 350BHP
C400/E400 » 400BHP
350 CDI (ALL MODELS) » 315BHP
420/450 CDI (ALL MODELS) » 358BHP

ALL 2019 RANGE ROVERS AVAILABLE
RR 50SC / SVO / SVR STAGE 1 » 600+BHP
RR 50SC / SVO / SVR STAGE 2 » 650+BHP
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2.0 DIESEL (ALL MODELS) » 225/265BHP
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RR 4.4 TDV8 » 395 BHP
RR TDV6 / SDV6 3.0D » 305/350 BHP
DEFENDER 2.2 » 180BHP

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991.2 GT2 RS » 780+BHP
TURBO / S (ALL MODELS) » 750+BHP
991.2 CARRERA (ALL MODELS) » 500+BHP
991.2 CARRERA S (ALL MODELS) » 500+BHP
991.2 CARRERA GTS (ALL MODELS) » 540+BHP
991 GT3 3.8 (ALL MODELS) » 490+BHP
991 GT3 RS 4.0 (ALL MODELS) » 525+BHP
997.2 GT3 RS » 480 BHP
997 GT2 RS » 670+ BHP
997 TURBO / S 3.8 INC PDK » 611 BHP
997 TURBO 3.6 » 625+ BHP
997 CARRERA S PDK » 400+ BHP
997 CARRERA GTS » 435 BHP
996 TURBO / GT2 » 600+ BHP
BOXSTER / CAYMAN 718 GTS » 420+BHP
BOXSTER / CAYMAN 718 S » 420+BHP
BOXSTER / CAYMAN 718 » 380+BHP
BOXSTER / CAYMAN 981 GT4 » 430+BHP
BOXSTER / CAYMAN 981 GTS » 375+BHP
BOXSTER / CAYMAN 981 S » 345+BHP
CAYENNE TURBO 4.8 (ALL) » 650+ BHP
CAYENNE 4.2 DIESEL » 450+ BHP
CAYENNE / MACAN 3.0 DIESEL » 318+ BHP
MACAN S » 420+BHP
MACAN GTS » 440+BHP
MACAN TURBO (ALL MODELS) » 480+BHP
PANAMERA TURBO » 600+ BHP
PANAMERA DIESEL » 305+ BHP

EXOTIC / MISC
WRAITH / DAWN » 720+BHP
FERRARI 488 PISTA » 780+BHP
FERRARI 488 » 750+BHP
FERRARI PORTOFINO » 680+BHP
FERRARI LUSSO T » 710+BHP
FERRARI CALI T » 680BHP
FERRARI F12 » 780+BHP
FERRARI 430 » 525 BHP
MCLAREN MP4 /650S » 720 BHP
MCLAREN 570/S » 680+BHP
MCLAREN 600LT » 680+BHP
MCLAREN 675LT » 750BHP
MCLAREN 720S » 840+BHP
MCLAREN SENNA » 875+BHP
GALLARDO LP560 » 608+BHP
HURACAN LP610 » 650BHP
AVENTADOR » 750+BHP
BENTLEY 4.0 T V8 » 700+BHP
BENTLEY GT / F-SPUR » 700BHP
GT SPEED / SUPERSPORT » 720+BHP
BENTAYGA W12 » 720+BHP
MASERATI 3.0S PETROL » 470 BHP
MASERATI 3.0 DIESEL » 312 BHP

FURTHER OPTIONS
As well as installing the above engine tunes, we are able to further individualise your car with additional features. Some of which are shown here. Contact us for further details.

Exhaust tuning (Pop's & crackles) | Customized driving modes | Gearbox tuning | Sport dials calibration | Exhaust butterfly control

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Model shown is Toyota GR Supra Pro. Official fuel consumption figures in mpg (1/100km): 34.4 (8.2). Combined CO_2 170 g/km. Figures are provided for comparability purposes; only compare fuel consumption and CO_2 figures with other cars tested to the same technical procedures. These figures may not reflect your actual driving experience. Fuel consumption varies significantly depending on a number of factors, including the accessories fitted (post-registration), driving style, conditions, speed and vehicle load. All models and grades are certified according to the World Harmonised Light Vehicle Test Procedure (WLTP), which replaces the New European Driving Cycle test procedure (NEDC). All CO_2 figures quoted are NEDC equivalent. This means the CO_2 figures are based on the new WLTP test procedure but calculated (using a standard European calculation method) to allow comparison with the NEDC test procedure and will be used to calculate vehicle tax on first registration. All mpg figures quoted are full WLTP figures. More information can be found by visiting: www.vehicle-certifcation-agency.gov.uk/fcb/wltp.asp.